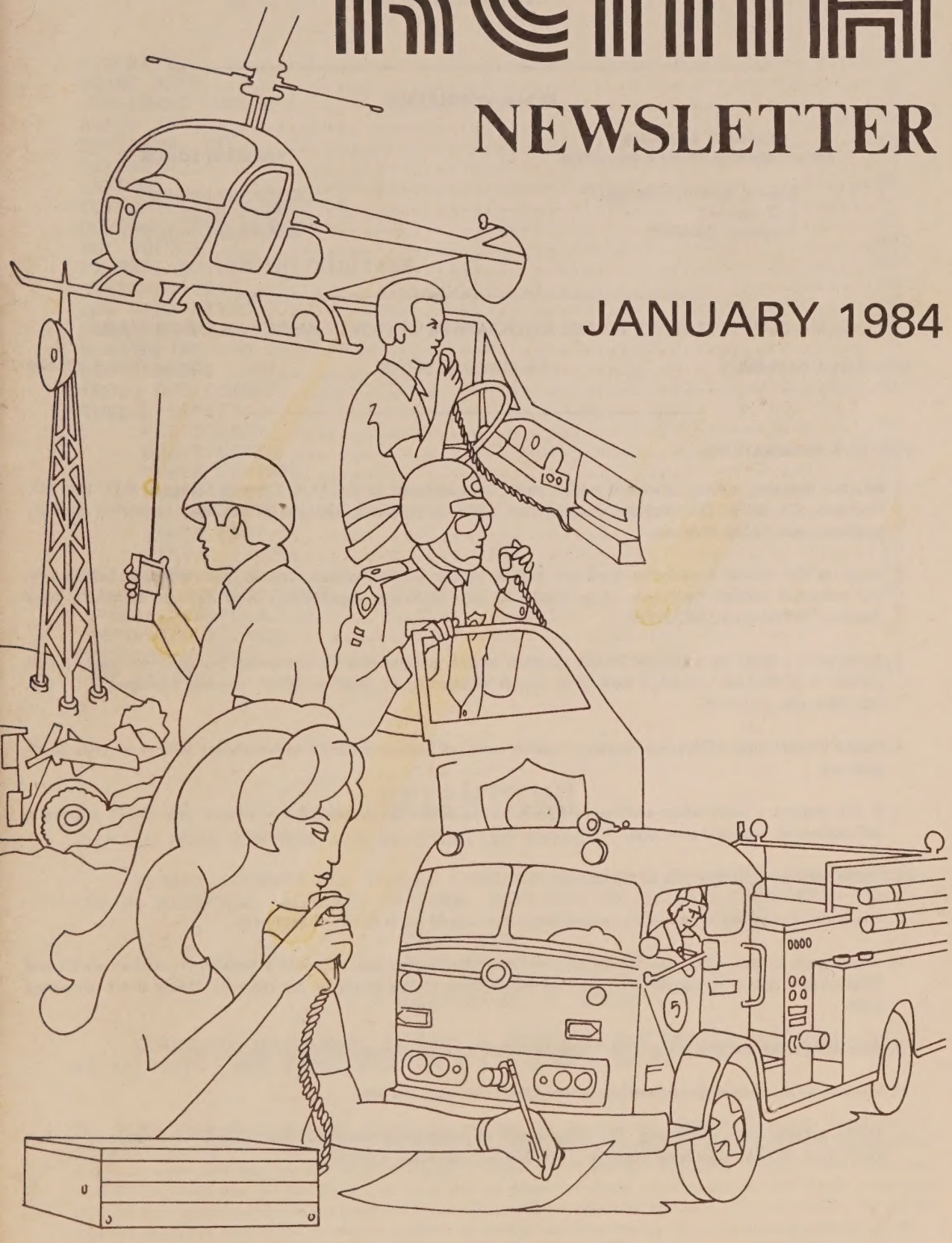
RCMA

NEWSLETTER



JANUARY 1984

FIRST NATIONAL AND INTERNATIONAL ORGANIZATION
OF MONITOR RADIO LISTENERS

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RCMA NEWSLETTER

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FOR YOUR INFORMATION:

1. All club business, unless otherwise noted, must be addressed to R.C.M.A. General Manager, P.O. Box 542, Silverado, CA 92676. This includes matters that relate to renewals, changes of address, newsletter delivery problems, joining the club, etc.

2. Input to the RCMA Newsletter must be mailed to the proper editors, whose addresses are included in the individual column headlines. If no particular column seems appropriate, send input to RCMA, 1 West Potomac, Williamsport, MD 21795.

3. To forward a letter to a specific RCMA member whose address you do not know, put your message to that person in a stamped envelope with your return address on it; mail to RCMA General Manager, P.O. Box 542, Silverado, CA 92676.

4. Please include your RCMA membership number with all correspondence to newsletter editors or club headquarters.

5. If you require a reply when writing to RCMA headquarters or to one of the editors, you MUST enclose a self-addressed, stamped envelope.

6. Please write on only one side of the paper.

7. Please don't combine in one letter several items that should go to different addresses.

8. If you want to type what you submit to the newsletter, please don't exceed a seven-inch column width and please single space. Doing this may save an editor from having to retype the material. Please don't use script type.

9. Your RCMA membership number and expiration date appear on your newsletter mailing label.

10. You may join or renew your membership for ONLY one year at a time.

11. RCMA accepts paid advertising. For information on advertising rates and mechanical requirements, contact Carol Ruth, RCMA Advertising Manager, P.O. Box 342, Silverado, CA 92676.

RCMA NEWSLETTER
Issue 95 January 1984
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RCMA, P.O. Box 4563, Anaheim, CA 92803

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ATTENTION!

TO ALL RCMA MEMBERS AND PROSPECTIVE MEMBERS -

PLEASE ADDRESS ALL FUTURE CORRESPONDENCE (INQUIRIES ABOUT MEMBERSHIP, RENEWALS, ADDRESS CHANGES, DELIVERY OR RENEWAL PROBLEMS) TO:

CAROL RUTH
RCMA GENERAL MANAGER
P.O. BOX 542
SILVERADO, CA 92676

CORRESPONDENCE SENT TO RCMA'S ANAHEIM POST OFFICE BOX WILL STILL BE ANSWERED, BUT THERE WILL BE A 4 - 6 WEEK DELAY.

The RCMA Newsletter is published monthly by members of the RADIO COMMUNICATIONS MONITORING ASSOCIATION, P.O. Box 4563, Anaheim, CA 92803. Subscription rate/membership fee is $16.50 for U.S. residents. For persons in other countries, the following rates apply: Canada and Mexico–$18.50; Europe–$20.00, South Pacific and Asia–$21.50. These dues are payable in U.S. funds and are subject to change. Information contained herein is obtained primarily from members and does not necessarily present the position or reflect the opinion of RCMA as a whole. The RCMA does not necessarily recommend or endorse products or services advertised herein. The publication is copyrighted ©
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•• Calendar ••

Send notices of upcoming events for the Calendar section to:
John Clark, RCMA, P.O. Box 4653, Anaheim, CA 92803.
Please send notices well in advance of the Newsletter deadline.

Greater L.A. Area R.C.M.A. Eric Christensen CALA045 Presiding
---Meetings usually held on the third Friday of the month:

NOTE: Starting in February 1984 meetings will be held on the fourth Friday of the month.

December 16 FRIDAY No meeting scheduled

January 20 FRIDAY Tour Orange County Airport Tower Facilities

R.C.M.A. Philadelphia Gerald M. Schoaf, Floyd Schoenberg, C. Willard Load
PA-036 PA-076 PA-164
P.O. Box 213, Upper Derby, PA 19082 (215) 356-1982

Meeting the first Monday of the month, 7:30 PM at

Saint James Church Next to "The Grange"
Corner of Myrtle Ave & Warwick Road
Haverford, PA 19083

Talk In On: CB Channel 9 GMRS 467/462.675 Hams 147.66/.06

This group, as so far formed, is not passive in nature, but is attempting to use their intrest in radio to help the community at large. Monitoring is a part of that interest, but by no means the sole interest. For example, the group has it's own community repeater on the air for their personal use and to provide communications and related consulting on a volunteer basis to local non-profit community service oriented organizations such as townwatches, JayCee's, etc.

R.C.M.A. Chicago

Contact Edward Robert Sirovy IL-004 312 969 2856
311 S. Williams Street, Westmont, Il 60559

Meetings: NANCINI'S Resturant 5555 St Charles Road, Berkeley, Il
two blocks east of St Charles Road exit from Eisenhouer
Expressway Extention I-290 (phone 312 544 7277)

Saturday	January	14, 1984	1:00 PM
Saturday	March	4, 1984	1:00 PM
Saturday	April	14, 1984	1:00 PM
Saturday	June	9, 1984	1:00 PM
Saturday	August	4, 1984	1:00 PM
Saturday	August	19, 1984	Picnic/Field Exercise *
Saturday	September	22, 1984	1:00 PM
Saturday	November	10, 1984	1:00 PM

*Write for time, map, and details of this fun day

Visitors are welcome but please confirm the date in advance.

A SASE on file assures notification of tours and other items which may be scheduled on short notice.

All Ohio Scanner Club
Jerry Callam- Prresident
10 Avalon Road, Mt. Vernon, Ohio 43050

Calendar continued

Austin Area Radio Listeners Meeting
Contact Bob Shrader (512) 926-9516

Golden Gate Communications Association
James Zuchelli CAST001
P.O. Box 1861 Modesto, CA 95353

Meetings at Hayward Library
Mission & C Streets, Hayward

R.C.M.A. Connecticut Chapter

Contact Bill Moore CT 038 203-223-0840
950 Farmington Ave, New Britain, CT 06051

Southern New England Scanners Club

Contact Robert Murphy SNEC President 401-353-0208
P.O. Box 1591, Pawtucket, RI 02862

R.C.M.A. Minneapolis-St. Paul Area

Contact: Chuck Steier MN-008 (612) 927-9253
4820 Hwy 7, Minneapolis, MN 55416

A SASE on file assures notification of chapter activities (tours, gatherings, etc) non members are welcome to attend.

NEED BACK ISSUES OF THE RCMA NEWSLETTER?

Lots (Months/Year)	No. of Issues	Price
Sept 75 - June/July 76 (No Oct or Nov published)	7	$2.00
August - Dec 76 (No Oct published)	4	$3.00
Jan - June 77	6	$4.00
July - Dec 77	6	$4.00
Jan - June 78	6	$5.00
July - Dec 78	6	$5.00
Jan - June 79	6	$6.00
July - Dec 79	6	$6.00

1980-83 issues are available at $1.50 per copy.
The following categories of postal rates are new. Please read carefully.

Order Total	Include This Amount of Postage
$ 1.50 - $ 5	$1
$ 5.50 - $10	$2
$10.50 - $15	$3
$15.50 - $25	$4
$25.50 - $35	$5
Over $35	$6

Send your request & check/money order ((made out to RCMA) to Secretary Bill Ell, 2831 Hermanos St., Pasadena, CA 91107

THOUGHT waves

Ginny Slick, RCMA Assistant Editor, 1 West Potomic, Williamsport, MD 21795

Gary S. Brown (OH-90)
1354 Bunker Hill Blvd Apt C
Columbus, OH 43220
16 October 1983

Ginny Slick
RCMA
1 West Potomac
Williamsport, MD 21795

Dear Ginny,

The September/October issue of the APCO Bulletin contained an interesting request from the U.S. Bureau of the Census. They are collecting information about the benefits of house numbers in rural areas, which traditionally have only route or box numbers. They want to know of specific police and fire runs during which the lack of house numbers hindered quick response.

It seems to me that RCMA members are in a good position to know of such incidents, and might be able to provide useful information to the Census Bureau. Living in an urban area, I can't help much, but I'm sure there are members in rural areas.

If you have some extra space in the Newsletter or need a filler, perhaps you could print their request.

I am enclosing a copy of the article, titled "Remote Homes Aided by Numbering System."

Sincerely,

Gary S. Brown

The article which Gary sent to me set forth an opinion that the route and box numbering system has some disadvantages. The US Postal Service is encouraging the conversion of these addresses to house numbers and street addresses.

The article contained this report: " On Saturday, February 19, 1983, the Oak Grove Fire Department just north of Little Rock, AR, responded to a report of a barn on fire at the Starr Farm on Crystal Hill Road. As in many rural areas, the farms do not have house numbers, and Crystal Hill Road is in two unconnected segments which are widely separated.

The Fire Chief knew where the Starr Farm was and drove right to it. But another piece of equipment arrived late because the driver, who was not at the fire station when he got the report, did not know the farm by name and did not know which segment of the road it was on."

In many cases the only person who can direct you to a specific farm using a route address is the mail carrier. This creates terrible problems for our Public Safety volunteers, who usually need to get to their destination swiftly.

According to the APCO article, the US Bureau of the Census would like to know of other instances where house numbers would have expedited the arrival of emergency equipment. Members of RCMA, who often hear these mix-ups might have a story or two for the Bureau.

Whenever the conversion to house numbers comes under consideration, keep in mind the help it would be to our volunteers. The bulletin article states that a plan must be adopted and coordinated with neighboring communities, and if possible linked to a statewide plan.

If you know of an instance which would support the conversion of our rural addresses to numbers, please write Richard Irwin, Population Division, U.S. Bureau of the Census, Washington, D.C. 20233. Give them the case, date, location and other pertinent information.

Many thanks to Gary for alerting the membership to this request. I would welcome any mail with varying ideas on this problem.

Write Soon,

Ginny

RCMA MEMBERS -

Immediately below the January PUBLIC SAFETY column head is a listing of Standard Ten Signals. By publishing this each issue, we hope to save space presently used in rerunning the same signals. Some of you will notice that there are duplications in this issue; by next month there should be only additions and differences.

I'd like to remind you that RCMA does not give out members' addresses. If you need to contact a member, and have only a first name and a membership number, put it on a stamped, sealed envelope and send it to me. I'll forward it.

For those of you who found something strange about your November Newsletter: toward the end of the printing process, some page sections were incorrectly collated. If this happened to your copy, drop me a card giving the missing and duplicated page numbers. I'll send you a replacement.

Finally, any time you write - for whatever reason - puhleese include your membership number. It's really important!

Carol Ruth
Managing Editor

ASSOCIATION OF NORTH AMERICAN RADIO CLUBS

NEWS HIGHLIGHTS

ANARC is a federation of the most responsible, well established radio listening clubs in North America. RCMA attained Full Member status in ANARC in 1977. For a list of the ANARC Member and Associate Member clubs send a self-addressed, stamped business size envelope with your request to the address below.

For an annual subscription to the ANARC Newsletter, send $5 to:
Joe Barr, 1500 Bunbury Drive, Whittier, CA 90601. ($8 overseas subscription.)

ANARCON 1984, The celebration of ANARC's 20th anniversary July 20-22 will be hosted by Ontario DX Association. For more information send a SASE to ODXA, 3 Camrose Cresent, Scarborough, Ontario M1L 2B5, Canada

Central Maryland Dx Association meets on the 2nd Monday of each month. for information contact Tony Kobylski (301) 563 0039

RADIO WEST Catalog is about to be printed. Covers shortwave gear. should be available very quickly. L. Brookwell of DXCSD suggests $1.00 and a SASE should get you to the top of the list. The address is RADIO WEST, 3417 Purer Road, Escondido, CA 92025

The DXer's CLUB of SAN DIEGO 1926 Cypress St, San Diego, CA 92154 has a newsletter that consentrates on the specifications of radio equipment, and comments by the editor Larry Brookwell. This month they have some specifications on the REGENCY MX-7000 that may indicate the device operates in 13 bands rather than continuous coverage our early information indicates. There are indicated coverage gaps at 27-30, 136-134, 174-440, 512-806, 881-1000 MHz.

Larry Brookwell, President of DXers Club of San Diego, has scooped all the journals with the above information. Larry appears to be a most interesting person. He has just had his 80th birthday. We hope he has many more and look forward to his newsletter.

SOUTHERN CROSS DX CLUB, GPO Box 1487, Alelaide, South Australia, 5001, Australia, publishes the "DX POST" which is available in USA for $17.00 in Australian currency.

RADIO NETHERLANDS has just published a 12-page booklet about radio amateur satellites, entitled "Satellite for The Shortwave Listener". To obtain a copy send your name and request to Media Network, Radio Netherlands, P.O. Box 222, NL-1200 JG, Hilversum, The Netherlands.

Aircraft

Send private, commercial, firefighting and law enforcement aircraft frequencies of interest in the 108-136 MHz range and frequencies in other bands above 30 MHz associated with airports and aircraft plus questions, articles and tips related to aircraft monitoring to:

Darrel Charest, 1804 D Oak Creek Lane, Bedford, TX 76021

As the Holiday Season approaches our best wishes go out to all of you for a Merry Christmas and a Happy New Year. May Santa fill those stockings with all the equipment you've been wishing for during the past year!

This is also the time to thank each of you who have taken the time to write with your comments, frequencies and ideas. For a time it was possible to answer with an individual thank you note, but the press of business no longer makes this possible. But as all of you know, most of what appears here is the direct result of your contributions.

Last month the mail bag was full. So full in fact that some of the material will be held for later Newsletters.

From our "Canadian Editor" Rob Berezowski and Colin Gaskin, CAN-096 comes a wealth of information and frequencies, most of which will appear at the end of this column. Rob writes that Colin does a lot of flying from the "Right" seat of a Cessna where his duties range from "Co-pilot to Navigator to Radioman" for a friend who owns and flies the aircraft. Colin lives in Chilliwack and provided the frequency listing for British Columbia Airports. Although it has been some ten years since the last time I travelled in Canada, it was always a memorable experience. We had planned to spent three or four days in Victoria and Vancouver, but enjoyed our stay in Victoria so much that we never did make it to Vancouver. We did, however, make a promise to ourselves that we would one day make that city and hope to do so in the next several years.

Our past President Larry Smith, MI-001 wrote to say that in looking back through some of his Readers Digest magazines he ran across an article on the Civil Air Patrol that he thought would be of interest to our readers. I'm sure most would agree, and plan to do so in a later issue together with an update on their operations.

Jeff Shinn, ID-010 sent a card saying that he had heard military aircraft on Airinc channels and commented that he wasn't aware that military agencies used Airinc services. The Air Force uses contract carriers, most using the call sign "Logair" followed by the flight number, for scheduled delivery of

cargo throughout the U.S. These aircraft operate primarily from USAF bases using mostly Lockheed Electra aircraft. Similar services were provided in the Far East by Air America and Southern Air Transport, although these aircraft carried passengers as well as cargo. During my tour of duty in Korea as an Air Traffic Control Advisor to the USAF, I had a number of interesting flights on these aircraft. But those are another story.

Joe M Lewis, from Dunedin, Fla forwarded a frequency list for Baltimore and Tampa, which will be used in a later Newsletter.

From Colorado, Tim Tonge, MO-070, sent a Low Altitude chart for Denver Air Route Traffic Control Center and services available from the Denver Flight Service Station. Hopefully these will reproduce well enough to appear clearly in the Newsletter. Just a few words of explanation on both of these. First the Denver ARTCC Sector Chart - where you see the letters "ZLC, ZLA, ZMP etc" these are the adjoining Air Route Traffic Control Centers such as Salt Lake City, Los Angeles, Minneapolis, and so forth. The dial codes are for talking with other controllers in the Center. Denver Center also has direct lines with adjacent Centers for passing flight information, but more and more this is being done automatically through computer processing. You will notice that each VHF frequency is paired with one in the UHF band, and these are used exclusively to control military aircraft. VHF for civil traffic and UHF for military. Second, the FSS services are primarily for general aviation pilots and the telephone numbers and frequencies listed are for weather briefing and flight planning. Sometimes it is tempting to use these numbers for planning you automobile travel, but in doing so you may be delaying a pilot who needs the information and it may be critical to his flight.

CANADIAN AIRPORTS

VICTORIA B.C.

Airport Identifier	YYJ	
Runways	08 - 26	7000'
	02 - 20	5030'
	13 - 31	5000'
Elevation	63' ASL	
Tower	119.1	(over 1000')
	119.7	(under 1000')
Ground	121.9	
ATIS	118.8	

VANCOUVER B.C.

Airport Identifier	YVR	
Runways	08 - 26	11000'
	12 - 30	7300'
Elevation	9' ASL	
Tower	118.7	
Ground	121.7	
ATIS	124.6	
VFR Clearance	121.4	
IFR Clearance	121.8	
Departure	120.5	
Approach	120.8	
Precision Approach	118.1	
VFR Approach	124.0	
VFR Advisory	125.2	
Centre	132.3	
	132.7	
	133.4	
	133.7	
	134.8	
Security Services	460.200	
RCMP Detachment	413.2875	

VANCOUVER HARBOUR

Tower	118.4

CALGARY ALTA

Airport Identifier	YYC	
Runways	16 - 34	12675'
	10 - 28	8000'
	7 - 25	6200'
Elevation	3557' ASL	
Tower	118.7	
Ground	121.9	
ATIS	127.2	
Clearance	121.3	
Departure	119.8	
Approach	125.9	
Precision Approach	118.0	
Centre	125.3	
	128.7	
	133.3	
	134.2	

EDMONTON ALTA INTERNATIONAL

Airport Identifier	YEG	
Runways	01-19	11000'
	11-29	10200'
Elevation	2373 ASL	
Tower	118.3	
Ground	121.7	
ATIS	128.0	
Clearance	124.1	
Departure	120.5	
Arrival	120.5	
VFR Advisory	126.0	
Centre	132.15	
	134.3	
	134.9	

MUNICIPAL

Airport Identifier	YXD	
Runways	12-30	5868'
	16-34	5700'
Elevation	2200' ASL	
Tower	119.1	
Ground	121.9	
ATIS	125.4	
Clearance	121.3	
Departure	119.5	
Arrival	119.5	
VFR Advisory	118.8	

REGINA SASK

Airport Identifier	YQR	
Runways	12-30	7900'
	08-26	6200'
Elevation	1894' ASL	
Tower	118.6	
Ground	121.9	
Departure	120.1	
Arrival	120.1	

SASKATOON SASK

Airport Identifier	YXE	
Runways	08-26	8300'
	14-32	6200'

Aircraft continued

Elevation	1653' ASL
Tower	118.3
Ground	121.9
Departure	119.9
Arrival	119.9

WINNIPEG MAN

Airport Identifier	YWG
Runways	18-36 11000'
	13-31 8700'
	07-25 7000'
Elevation	783' ASL
Tower	118.3
Ground	121.9
ATIS	120.2
Clearance	121.3
Departure	119.9
Arrival	119.5
VFR Advisory	121.0
Centre	118.0
	134.4
RCMP	413.0625

OTTAWA ONT

Airport Identifier	YOW
Runways	14-32 10000'
	07-25 8000'
	17-35 4100'
	04-22 3060'
Elevation	374' ASL
Tower	118.8
Ground	121.9
ATIS	121.15
Clearance	119.4
Departure	128.175'
Arrival	127.7
Precision Approach	119.0 ??

TORONTO ONT INTERNATIONAL

Airport Identifier	YYZ
Runways	15-33 11050'
	06L-24R 10500'
	06R-24L 9500'
	10-28 4000'
Elevation	569' ASL
Tower	118.7
Ground	121.9
ATIS	133.1
Clearance	121.3
Departure	128.8
Arrival	127.575
Precision Approach	125.4
VFR Advisory	119.3
Centre	132.175
	132.475
	134.575
	134.925

MONTREAL QUE DORVAL

Airport Identifier	YUL
Runways	06L-24R 11000'
	06R-24L 9600'
	10-28 7000'

Aircraft continued

Elevation	117' ASL
Tower	119.9
Ground	121.9
ATIS	120.2 (English)
	127.5 (French)
VFR Approach	119.3
VFR Advisory	125.4
Clearance	125.6

MIRABEL

Airport Identifier	YMX
Runways	06-24 12000'
	11-29 12000'
Elevation	270' ASL
Tower	119.1
Ground	121.8
ATIS	125.7 (English)
	126.1 (French)
Clearance	120.5
Departure	124.65
Arrival	125.15
VFR Advisory	125.4
Centre	133.225
	133.4

QUEBEC QUE

Airport Identifier	YQB
Runways	09-24 9000'
	12-30 5700'
Elevation	243' ASL
Tower	120.3
Ground	121.9
ATIS	121.0 (English)
	128.3 (French)
Departure	119.5
Arrival	119.5

FREDRICTON NB

Airport Identifier	YFC
Runways	15-33 6000'
	09-27 5100'
Elevation	67' ASL
Tower	119.0
Ground	121.7

HALIFAX NS

Airport Identifier	YHZ
Runways	06-24 8800'
	15-33 7700'
Elevation	477' ASL
Tower	118.4
Ground	121.9
ATIS	121.0
Departure	119.2
Arrival	119.2

CHARLOTTETOWN PEI

Airport Identifier	YYG
Runways	03-21 7000'
	08-26 3000'

Aircraft continued

Elevation	178' ASL
Tower	118.0
Ground	121.7

ST JOHN NFLD

Airport Identifier	YYT
Runways	11-29 8500'
	16-34 7000'
	02-20 5025'
	08-26 2375'
Elevation	461' ASL
Tower	119.3
Ground	121.9
Precision Approach	118.0 ??

GOOSE BAY NFLD

Airport Identifier	YYR
Runways	08-26 11050'
	16-34 6200'
Elevation	160' ASL
Tower	119.1
Ground	121.9
Clearance	118.1

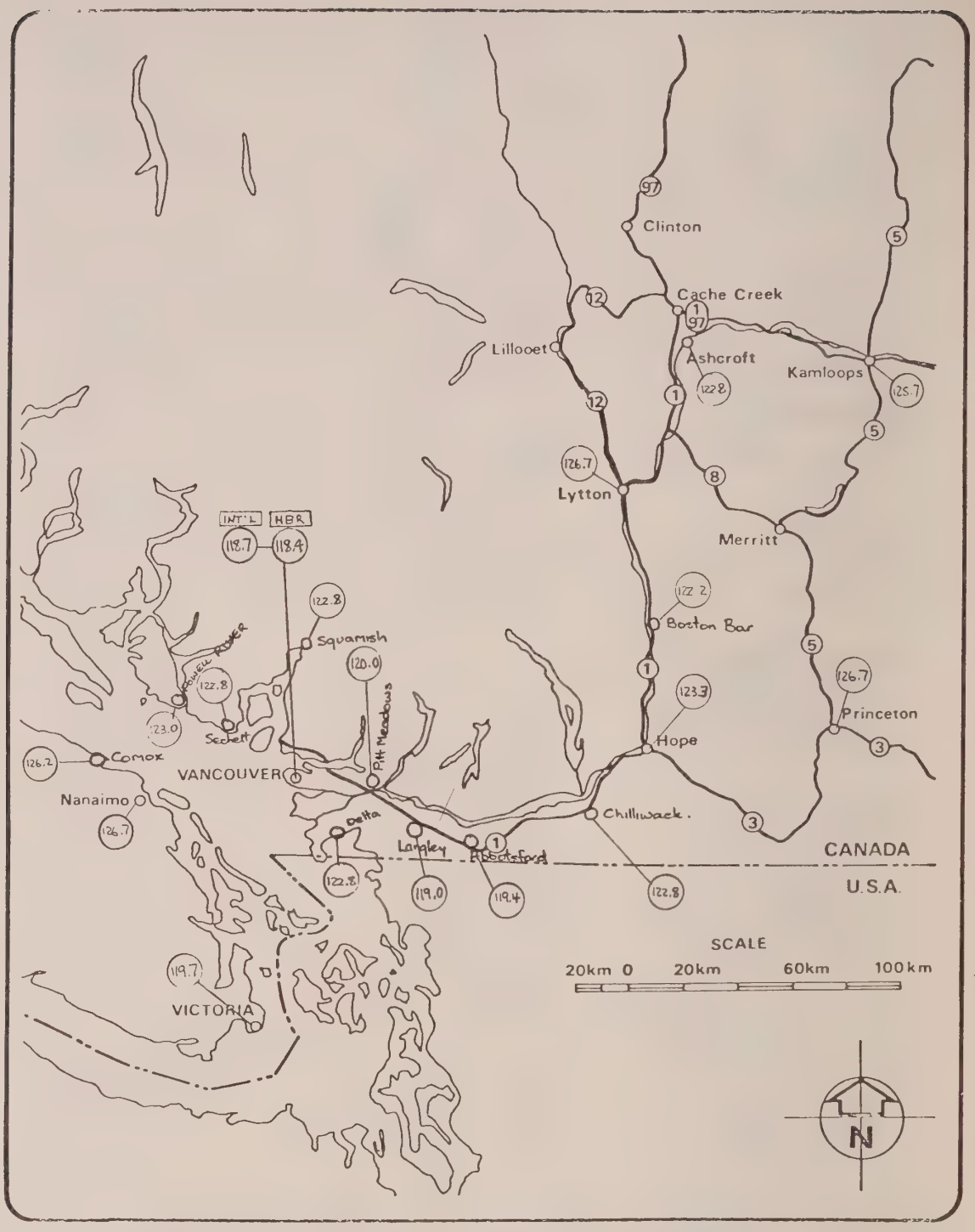
GANDER NFLD

Airport Identifier	YQX
Runways	04-22 10500'
	13-31 8900'
	09-27 6180'
Elevation	496' ASL
Tower	118.1
Ground	121.9
Departure	128.5
Arrival	128.5
Precision Approach	118.7
Centre	124.8
	125.9
	132.6
	133.9

Map of Lower Mainland Airports is found on the following page.
- Editor

AIRPORTS - BRITISH COLUMBIA

AIRPORT	UNICOM	TOWER	GROUND	ATIS	APPROACH	DEPART	
ABBOTSFORD		119.4	121.8	119.8			AIRSHOW 123.0
ALERT BAY	122.8						
ASHCROFT	122.8						
BELLA BELLA	126.7						
BELLA COOLA	122.8						
BOSTON BAR	122.2						
BURNS LAKE	126.7						
CAMPBELL RIVER	122.3						
CASSIAR	122.8						



LOWER MAINLAND AIRPORTS - Tower or Unicom Frequencies

AIRPORT	UNICOM	TOWER	GROUND	ATIS	APPROACH	DEPART
CASTLEGAR		118.9	121.9			
CHETWYND	126.7					
CHILKO LAKE	122.8					
CHILLIWACK	122.8					
COMOX		126.2		118.6	123.7	125.5
COURTENAY	122.8					

Aircraft continued

CRANBROOK	126.7						
CYPRE RIVER	123.0						
DAWSON CREEK	122.2						
DELTA AIRPARK	122.8						
DUNCAN	122.8						
ELKO	126.7						
FORT NELSON		118.7	121.9				
FORT ST JOHN		118.5	121.9				
GIBSONS-SECHELT	122.8						
GOLDEN	122.8						
GRAND FORKS	122.8						
HELMUT	122.8						
HOPE	123.3						
INGENIKA	126.7						
KAMLOOPS		125.7	121.9				
KELOWNA		119.6	121.7				
LANGLEY		119.0	121.6	124.5			
LYTTON	126.7						
MACKENZIE	126.7						
MCBRIDE	122.8						
NANAIMO	126.7						
NELSON	126.7						
OLIVER	126.7						
100 MILE HOUSE	122.8						
108 MILE RANCH	122.8						
PENTICTON		118.5	121.9				
PITT MEADOWS		120.0	123.8	125.0			
PORT HARDY	126.7						
PORT MCNEILL	122.8						
POWELL RIVER	123.0						
PRINCE GEORGE		118.3	121.9				
PRINCE RUPERT	126.7						
PRINCETON	126.7						
PUNTZI MOUNTAIN	126.7						
QUALICUM	122.8						
QUESNEL	126.7						
REVELSTOKE	122.8						

AIRPORT	UNICOM	TOWER	GROUND	ATIS	APPROACH	DEPART	
SALMON ARM	122.9						
SANDSPIT	126.7						
SEYMOUR ARM	122.8						
SMITHERS	126.7						
STAFWOOD	122.8						
SQUAMISH	122.8						
TATLA LAKE	126.7						
TERRACE	126.7						
TOFINO	126.7						
VANDERHOOF	122.8						
VERNON	122.8						
VICTORIA		119.7	121.9	118.8	*119.1		* INITIAL VFR APPROACH
WILLIAMS LAKE	126.7						

VANCOUVER							
– HARBOUR		118.4					
- INTERNATIONAL		118.7	121.7	124.6	120.8	120.5	
	VFR CLEARANCE	IFR CLEARANCE	PRECISION APPROACH	TRSA	INITIAL VFR APPROACH	CENTRE	
	121.4	121.8	118.1	125.2	124.0	132.3	
	CENTRE	CENTRE	CENTRE	CENTRE			
	132.7	133.4	133.7	134.2			

R. C. M. A. Member Publication

Rick Prelinger CASF002 is the editor of 'SCANNER MASTER' New York Metro/ Northeast Jersey Guide. $12.95+$1.50 shipping from Scanner Master Publishing Co. P.O. Box 428, Newton Highlands, MA 02161.

This writer has had an opportunity to examine this 155 8.5x11 page book, and my comment is WOW! While I do not have any opportunity to check the validity of the frequencies, it seems safe to bet from the layout, the maps, the depth of information etc, the frequencies are on the mark too.

The first thing that hits you is the professional four color cover, and the style of binding. Spinning the pages you realize "I can read this without my glasses". On a carefull inspection you realize it starts with the Laws on Monitoring, and a section on how to use the book. There are maps of NYPD Police Precincts; Fire Department Maps for all 5 Burroughs and a unit location chart; JFK, La Guardia, and Newark airport maps. The book covers about everything from Aircraft to Railroads, including the Ham repteaters and 18 pages devoted to business frequencies.

If you are looking for a great gift idea for yourself or someone else who is important, I would take a look at this publication. If you are also thinking about entering the frequency publishing business, check this one as it may be the "league leader" in style and layout.

J.R. Clark CAOR078

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A NEW ERA FOR AVIATION INFORMATION

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HOW TO USE THE SYSTEM

FROM A DIAL TELEPHONE

1. Dial the appropriate number to reach the FSS.
2. You will hear a brief recorded announcement and will be answered by the next available briefer. The briefer can transfer your call to any of the recorded route briefings or give you a briefing and copy your flight plan.

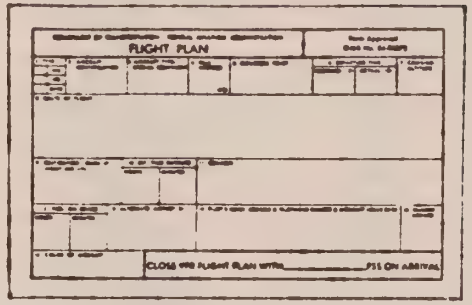
FROM A TOUCH TONE TELEPHONE

1. Touch Tone the appropriate number to reach the FSS.
2. You will hear a brief recorded announcement followed by a dial tone—DON'T HANG UP! You may then Touch Tone the 4 digit code for the desired recorded route briefing. (see reverse)
3. After you have heard one complete briefing you will once again hear a dial tone. You can then Touch Tone another recorded route briefing or if you have a question or wish to file a flight plan, Touch Tone for a briefer.
4. You may terminate any recorded service by firmly Touch Toning the pound sign (#). Hold the pound sign until a pause or break between words allows the recording to terminate.

NEXT AVAILABLE BRIEFER

When all available briefers are busy you will receive a recorded announcement to that effect. You will be placed in a "hold" status and your call will automatically be sequenced for access to the next available briefer.

GET A BRIEFING—FILE A FLIGHT PLAN
FLY SAFELY
CLOSE YOUR FLIGHT PLAN UPON ARRIVAL



THE FOLLOWING ACRONYMS MAY BE USED TO TOUCH TONE INFORMATION WITHIN THE SYSTEM

Pilot Briefers	2BRF
Information Directory	2IFN
Local Briefing	2DEN
Briefing to Billings	2BIL
Briefing to Kansas City	2MKC
Briefing to Amarillo	2AMA
Briefing to Grand Junction	2GJT
Briefing to Salt Lake City	2SLC

LOCAL TELEPHONES

Briefer	694-7000
Transcribed Broadcast	694-3412
Operations Supervisor	694-7016
Administrative Office	694-7003

BACKGROUND INFORMATION

When you request a weather briefing we need the following information:

1. VFR or IFR	2. Acft Ident	3. Acft Type
4. Dep Airport	5. Route	6. Destination
7. Altitude	8. ETD	9. ETE

When en route, please give us your much needed pilot reports and receive weather updates on Flight Watch frequency 122.0

AIR GROUND FREQUENCIES

You call		We Reply
122.1	GLL VOR	112.8
122.1	CYS VOR	113.1
122.1	PUB VOR	116.7
122.1	COS VOR	112.5
122.1	HDN VOR	115.4
122.05	IOC VOR	117.5
122.05	TXC VOR	112.9
122.2	DEN FSS	122.2
122.6	DEN FSS	122.6
122.35	DEN FSS	122.35
122.2	BADGER MTN	122.2
122.2	PUB	122.2
122.4	FNL	122.4
122.0	DEN FLT WATCH	122.0

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CHEYENNE	635-4187
ASPEN	925-7971
PUEBLO	948-3368
GREELEY	353-9495
FT. COLLINS	482-0505

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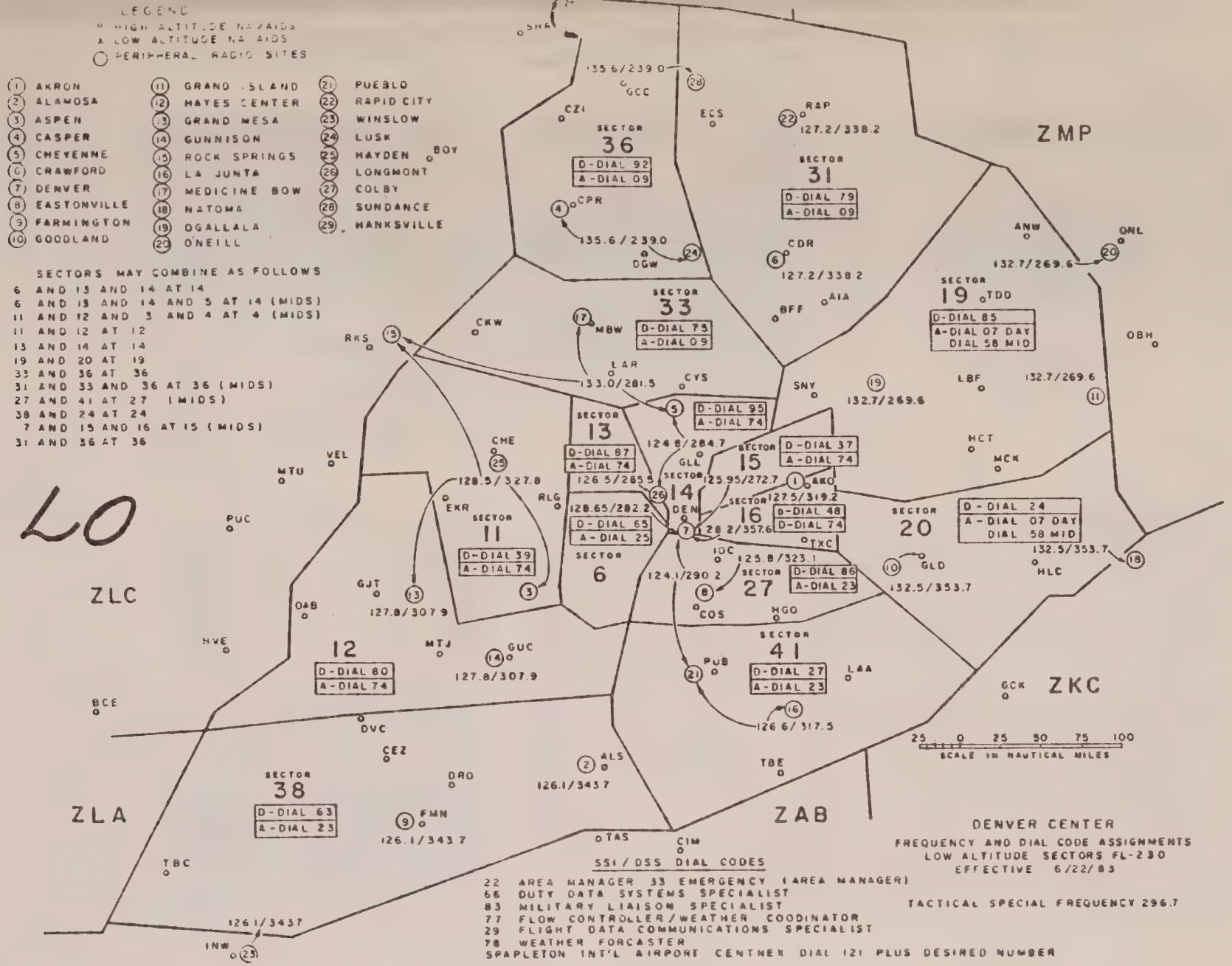
GPO 835-938


LEGEND
HIGH ALTITUDE NAVAIDS
X LOW ALTITUDE NAVAIDS
PERIPHERAL RADIO SITES
1 AKRON
2 ALAMOSA
3 ASPEN
4 CASPER
5 CHEYENNE
6 CRAWFORD
7 DENVER
8 EASTONVILLE
9 FARMINGTON
10 GOODLAND
11 GRAND ISLAND
12 HAYES CENTER
13 GRAND MESA
14 GUNNISON
15 ROCK SPRINGS
16 LA JUNTA
17 MEDICINE BOW
18 NATOMA
19 OGALLALA
20 O'NEILL
21 PUEBLO
22 RAPID CITY
23 WINSLOW
24 LUSK
25 HAYDEN
26 LONGMONT
27 COLBY
28 SUNDANCE
29 HANKSVILLE
SECTORS MAY COMBINE AS FOLLOWS
6 AND 13 AND 14 AT 14
6 AND 13 AND 14 AND 5 AT 14 (MIDS)
11 AND 12 AND 3 AND 4 AT 4 (MIDS)
11 AND 12 AT 12
13 AND 14 AT 14
19 AND 20 AT 19
33 AND 36 AT 36
31 AND 33 AND 36 AT 36 (MIDS)
27 AND 41 AT 27 (MIDS)
38 AND 24 AT 24
7 AND 15 AND 16 AT 15 (MIDS)
31 AND 36 AT 36
LO
ZMP
ZLC
ZKC
ZLA
ZAB
SECTOR 36
D-DIAL 92
A-DIAL 09
SECTOR 31
D-DIAL 79
A-DIAL 09
SECTOR 33
D-DIAL 75
A-DIAL 09
SECTOR 19
D-DIAL 85
A-DIAL 07 DAY
DIAL 58 MID
SECTOR 13
D-DIAL 87
A-DIAL 74
SECTOR 15
D-DIAL 37
A-DIAL 74
SECTOR 14
SECTOR 16
D-DIAL 48
D-DIAL 74
SECTOR 20
D-DIAL 24
A-DIAL 07 DAY
DIAL 58 MID
SECTOR 11
D-DIAL 39
A-DIAL 74
SECTOR 6
SECTOR 27
D-DIAL 86
A-DIAL 23
SECTOR 12
D-DIAL 80
A-DIAL 74
SECTOR 41
D-DIAL 27
A-DIAL 23
SECTOR 38
D-DIAL 63
A-DIAL 23
D-DIAL 95
A-DIAL 74
SHA
135.6/239.0
GCC
CZI
ECS
RAP
127.2/338.2
CPR
135.6/239.0
DGW
CDR
127.2/338.2
BFF
AIA
ANW
ONL
132.7/269.6
TDD
OBH
RKS
CKW
MBW
LAR
133.0/281.5
CYS
SNY
132.7/269.6
LBF
132.7/269.6
HCT
MCK
VEL
MTU
CHE
128.5/327.8
EKR
RLG
124.8/284.7
GLL
125.95/272.7
ABQ
127.5/319.2
128.65/282.2
D-DIAL 65
A-DIAL 25
DEN
128.2/357.6
TXC
IOC
125.8/323.1
124.1/290.2
PUC
GJT
127.8/307.9
OAB
HVE
MTJ
GUC
127.8/307.9
COS
MGO
PUB
LAA
GCK
BCE
DVC
CEZ
DRO
ALS
126.1/343.7
TBE
FMN
126.1/343.7
TAS
CIM
TBC
126.1/343.7
INW
GLD
132.5/353.7
HLC
126.6/317.5
25 0 25 50 75 100
SCALE IN NAUTICAL MILES
SSI/DSS DIAL CODES
22 AREA MANAGER 33 EMERGENCY (AREA MANAGER)
66 DUTY DATA SYSTEMS SPECIALIST
83 MILITARY LIAISON SPECIALIST
77 FLOW CONTROLLER/WEATHER COODINATOR
29 FLIGHT DATA COMMUNICATIONS SPECIALIST
78 WEATHER FORCASTER
SPAPLETON INT'L AIRPORT CENTNEX DIAL 121 PLUS DESIRED NUMBER
DENVER CENTER
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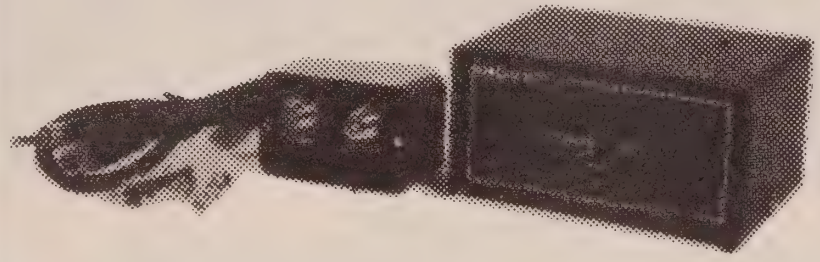

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BELOW 30 MHZ

Robert Horvitz, editor

This column is for AM, SSB, RTTY, CW & FAX reception reports, explanatory notes, articles, news & questions related to HF utilities. Services covered in this column include civilian aeronautical, coastal/marine, government, military, weather, etc. – essentially everything except broadcasting, CB & amateur radio. Send to: Robert Horvitz, 54 East Manning St., Providence, RI 02906
If you need a reception report form, please enclose a SASE with your request.

Uh Oh - Here Comes the Future

"/A/ new technique for transmitting jam-resistant, high-quality voice communications in the high-frequency band, which also permits voice communications between two persons who do not speak the same language, has been demonstrated by USAF's Rome Air Development Center. The concept uses voice-recognition techniques to convert spoken words into narrow-band digital format that can be encrypted before transmission. When received and decoded, synthesized-voice techniques are used to recreate spoken words in the same or an entirely different language. Project engineer Richard Smith, who described the new concept last week at Eascon-83 in Washington, said it requires speakers to use a limited vocabulary but that normal conversation can be conducted using only 250 words, each of which can be represented by an eight-bit digital number." (Aviation Week & Space Technology, 26 Sept 83)

USAF HF/SSB Stations Change

Larry Van Horn sent an "Urgent Change Notice" issued by the Defense Mapping Agency, which says: "Effective 1 October 1983, USAF HF/SSB Airways and Command Control Stations have been redesignated USAF HF/SSB Global Command Control Systems (GCCS) Stations and extensive changes have occurred. USAF HF/SSB stations will only provide HF radio communications support for command and control to US Military Aircraft. Aircraft operating worldwide in CTAs/FIRs are required to maintain a listening watch on the frequency of the appropriate ATS authority and establish two-way communications with either the area control center, sector radio, or flight information center. Aircraft must relay all ATC information by direct communications with the ICAO radio station serving the area. DoD aircraft may contact any USAF HF/SSB station regardless of geographic location of the aircraft for relay of command and control messages or phone patch service."

Frankly, I'm not sure exactly what this means. If any of you can explain it in plain (i e. non-DoD) English, please drop me a line.

Grenada

Rick Prelinger alerted me to a feature in the 28 Oct issue of the NY Times titled "Invasion in Grenada: Radio Operators' Crucial Network". It contained 2 articles, one about the FCC "crack-down" on hams "using unauthorized frequencies in an attempt to reach Grenada" (in some instances on behalf of news organizations that were otherwise prevented from covering the invasion by the US government's information embargo), and a second one about the ham net set up to pass messages between the State Dept and Mark Barettella, a medical student/ham on the island: "During the first anxious day and a half of the invasion of Grenada, Mr. Barettella's broadcasts were received here by Dr Fred W. Jacobs, a 47-year-old lung specialist whose daughter, Stefanie, 22, was trapped in the dorm with Mr Barettella and the other students. Dr Jacobs was one of 6 ham radio buffs the Federal Communications Commission pulled together late Tuesday night at the request of the US military to monitor Mr Barettella's messages on a specially authorized frequency and, in turn, relay to him queries from both the State Department and the Pentagon... Throughout the day Wednesday Dr Jacobs stayed glued to the $800 radio set in his home in this New York suburb /Short Hills, NJ/ as Mr Barettella sent out the only word the public - as well as the State Department and Pentagaon - had on the fate of the students... Dr Jacobs was seeking news of American troops approaching the campus from a captured airfield 2½ miles away. He puzzled, as did the military, over the cryptic, coded responses Mr Barettella made about troop movements. He was mystified by the origin of military calls on the ham network... Asked why the Pentagon had used civilians to keep in touch with Mr Barettella, Mr Clark /State Dept official/ said, 'It just seemed to the armed forces commander like the quickest way to do it'. All day the radio receivers of thousands of ham operators crackled with the call letters of the little network - KA2ORK for Mr Barettella; KP2CK for Dr Jacobs..."

I was glued to my Drake all day Wednesday, too (26 Oct). The frequency reserved for Barettella was announced as 14351 kHz, which was pretty quiet. I only heard a few US-

based hams straying into the channel. They were shooed away by "guards", or referred to 14302.3, where the Eastern Region International Traffic and Assistance Net was taking queries, holding them til they could be passed to Grenada. This net was quite an elaborate operation, very disciplined. Only questions about the health/safety of nonmilitary individuals were accepted, most of these from the families of the medical students. Communications weren't being passed immediately because the batteries powering the Grenada repeater were low and they didn't want to use them any more than necessary - or so they said. In the early afternoon, word spread quickly that one of the campuses had been evacuated - the one on which Mark Barettella had been living - but the guard on 14351 continued anyway. I never heard anything from Grenada itself that day, but the activity on 14302.3 was interesting, if only as a demonstration of the value of ham nets in a crisis.

Even More on 11193 USB

From Bob Rankin: "You recall all the stations I've heard signed a 5 digit number and all but one began with 86---. Well, today I was browsing through the Encyclopedia of Civil Aviation (I think that was the title - I don't buy books like that, I just go to bookstores to look things up in them!), and I ran across the Ilyushin-86. The IL-86 is the Russian answer to our wide-bodied jumbo jets - the 747, 1011 or DC-10, etc. It has apparently become the mainstay of their international fleet. They had a photograph of the first production IL-86 off the assembly line, and, you guessed it, prominently displayed on the tail was the ID "CCCP 86000". Surely this means the same thing it would mean anywhere else - the serial numbers for that production run begin with 86000 and ascend from there. Probably Aeroflot. The same article mentioned that the Soviet military was interested in the IL-86. I think they use it on the Havana and Angola runs, as I have heard Havana ("Gavana") and several African air-enroute stations mentioned by the Russians on 11193."

R.A.F. Strike Command Integrated Communications System

4742	6730
5729	8990
6738	13257
9032	15031
11204	18018
11234	23220

Geoff Halligey (ENG-005) sent the list at left, taken from Aerad, which he says is "freely distributed to all British Airways crews and on sale to the public at large". Frequencies in the left column operate 24 hours a day; in the right column, 0700-1800z. Geoff adds, "They all use the callsign ARCHITECT, and besides communicating with aircraft, broadcast weather reports. I don't know where the 'Strike Command' comes into it, they seem to be used more for Transport Command."

Geoff also noted a minor error in his interpretation of the METAR CW broadcast (see December issue). The correct interpretation of "11/Ø2" in the message is "surface temperature 11°C, dew-point 2°C".

Japan's Maritime Safety Agency

The following is from the 1982 Dial Guide, as translated by our Tokyo-based contributor, Heihachiro Okamoto - to whom thanks, as always. The Maritime Safety Agency is like our Coast Guard. Aside from these stations and freqs there are many more in the 2 MHz band. Other stations serve commercial shipping companies and fishing boats and broadcast weather info. As with the US Coast Guard, MSA comms are a small part of all Japanese maritime communications.

kHz	watts	call	station (location)
4244	500	JGD	Setonaikai Eastern Communication Control Office, Kobe Coastal (Hyogo)
	500	JNB	11th District Marine Patrol HQ (Okinawa)
	250	JNC	8th District Marine Patrol HQ, Maizuru Coastal Station (Kyoto)
	500	JNE	Setonaikai Western Comm. Control Office, Hiroshima Coastal (Hiroshima)
	250	JNG	/? - name untranslated/ Coastal Station (Okinawa)
	500	JNJ	10th Dist. Marine Patrol HQ, Kagoshima Coastal Station (Kagoshima)
	500	JNK	/?/ Coastal Station (Nagasaki)
	500	JNL	1st Dist. Marine Patrol HQ, Otaru Coastal Station (Hokkaido)
	500	JNN	2nd Dist. Marine Patrol HQ, Shiokama Coastal Station (Miyagi)
	500	JNR	Fukuoka Coastal Station (Moji, Fukuoka)
	500	JNT	Tokai Comm. Control Office (Nagoya, Aichi)
	100	JNV	9th Dist. Marine Patrol HQ, Niigata Coastal Station (Niigata)
	500	JNX	Kushiro Coastal Station (Hokkaido)
4276	5000	-	MSA: for sea protection and warnings
4630	500	"SOS"	Emergency use - all coastal stations
6386.5	1000	JGC	Kanto Coastal Station (Kanagawa)
	500	JGD	Kobe Coastal Station (Hyogo)
	500	JNB	/?/ Coastal Station (Okinawa)
	50	JNC	Maizuru Coastal Station (Kyoto)
	500	JNE	Setonaikai Western Comm. Control Office, Hiroshima Coastal (Hiroshima)

Below 30 MHz continued

	250	JNG	/?/ Coastal Station (Okinawa)
	500	JNJ	Kagoshima Coastal Station (Kagoshima)
	50	JNK	/?/ Coastal Station (Nagasaki)
	500	JNL	Otaru Coastal Station (Hokkaido)
	500	JNN	Shiokama Coastal Station (Miyagi)
	50	JNR	Fukuoka Coastal Station (Fukuoka)
	500	JNT	Tokai Comm. Control Office (Nagoya, Aichi)
	50	JNV	Niigata Coastal Station (Niigata)
	500	JNX	Kushiro Coastal Station (Hokkaido)
6512.6	1000	JGC	Kanto Coastal Station (Kanagawa)
	500	JGD	Kobe Coastal Station (Hyogo)
	500	JNB	/?/ Coastal Station (Okinawa)
	250	JNC	Maizuru Coastal Station (Kyoto)
	500	JNE	Setonaikai Western Comm. Control Office, Hiroshima Coastal (Hiroshima)
	500	JNL	Otaru Coastal Station (Hokkaido)
	50	JNR	Fukuoka Coastal Station (Fukuoka)
	500	JNT	Tokai Comm. Control Office (Nagoya, Aichi)
	100	JNV	Niigata Coastal Station (Niigata)
	500	JNX	Kushiro Coastal Station (Hokkaido)
6518.8	200	JFX	Kagoshima Coastal Station (Kagoshima)
8492	5000	JNA	MSA Main Station (Tokyo)
8508	1000	JFA	Hamashima Coastal Station (Miwa)
8534	250	JFH	/?/ Coastal Station (Okinawa)
	1000	JGC	Kanto Coastal Station (Kanagawa)
	500	JGD	Kobe Coastal Station (Hyogo)
	500	JNB	/?/ Coastal Station (Okinawa)
	500	JNE	Setonaikai Western Comm Control Office, Hiroshima Coastal (Hiroshima)
	500	JNJ	Kagoshima Coastal Station (Kagoshima)
	500	JNK	/?/ Coastal Station (Nagasaki)
	500	JNL	Otaru Coastal Station (Hokkaido)
	500	JNN	Shiokama Coastal Station (Miyagi)
	500	JNR	Fukuoka Coastal Station (Fukuoka)
	500	JNT	Tokai Comm. Control Office (Nagoya, Aichi)
	500	JNX	Kushiro Coastal Station (Hokkaido)
8698	1000	JGC	Kanto Coastal Station (Kanagawa)
	500	JGD	Kobe Coastal Station (Hyogo)
	500	JNB	/?/ Coastal Station (Okinawa)
	250	JNC	Maizuru Coastal Station (Kyoto)
	250	JNG	/?/ Coastal Station (Okinawa)
	500	JNK	/?/ Coastal Station (Nagasaki)
	500	JNL	Otaru Coastal Station (Hokkaido)
	500	JNN	Shiokama Coastal Station (Miyagi)
	500	JNR	Fukuoka Coastal Station (Fukuoka)
	500	JNT	Tokai Comm. Control Office (Nagoya, Aichi)
	500	JNX	Kushiro Coastal Station (Hokkaido)
8811.9	500	JNT	Tokai Comm. Control Office (Nagoya, Aichi)
12660	1000	JGC	Kanto Coastal Station (Kanagawa)
	500	JNB	/?/ Coastal Station (Okinawa)
	500	JNE	/?/ Coastal Station (Hiroshima)
	50	JNJ	Kagoshima Coastal Station (Kagoshima)
	500	JNT	Tokai Comm. Control Office (Nagaya, Aichi)
	500	JNX	Kushiro Coastal Station (Hokkaido)
12942	5000	JNA	MSA Main Station (Tokyo)
13015.5	500	JNB	/?/ Coastal Station (Okinawa)
	500	JNE	Setonaikai Western Comm Control Office, Hiroshima Coastal (Hiroshima)
	500	JNT	Tokai Comm. Control Office (Nagoya, Aichi)
	500	JNX	Kushiro Coastal Station (Hokkaido)
13196.9	1000	JGC	Kanto Coastal Station (Kanagawa)
	500	JNB	/?/ Coastal Station (Okinawa)
	500	JNE	Setonaikai Western Comm Control Office, Hiroshima Coastal (Hiroshima)
	500	JNL	Otaru Coastal Station (Hokkaido)
	500	JNR	Fukuoka Coastal Station (Fukuoka)
	500	JNT	Tokai Comm. Control Office (Nagoya, Aichi)
	500	JNX	Kushiro Coastal Station (Hokkaido)

Does anyone have - or know where to get - an HF propagation predic-tion program like MINI MUF that'll run on a Kaypro II computer (CP/M)? If so, contact Dick Dillman at Green-peace Radio, 435 Utah St. San Francisco, CA 94110.

Not referring to Japanese stations at all, Geoff Halliley writes: "Someone is sure to be able to answer this query - On the marine CW freqs, when the calling slip is being radiated, several stations (DAN, OST and others) add the letters 'CQ' to the freqs, e.g.: 'CQ DE LGU LFU LGB LFN LGJ etc. QSX 6CG 8CG 12CG 16CG & 22CG' (6467 kHz, 1635z 17 June). What does CQ mean??"

Any ideas, readers? Might it mean QSX (I'm listening) on the "call-ing" freqs in those bands?

1983 WARC for Mobile Services

Coverage of the 1983 WARC for Mobile Services in Geneva last spring was slight, suggesting that the agreements reached do not have immediate disruptive impact. The only article I've seen thus far was from Electronique Actualites (Paris), translated in

the CIA-JPRS's Worldwide Report: Telecommunications Policy, Research & Development #273. The conference agenda focussed on development of a future worldwide system of sea distress and rescue support using satellites, to succeed the present (largely MF/HF) one. According to the article, studies will be done concerning the future of the 2170-2194 band (the traditional home of the 2182 kHz distress-call channel) and on the setting aside of "a radiotelephone frequency in the 8 MHz band to be used exclusively for distress and safety signals" in the context of the future satellite-based system. These studies will be discussed at the follow-up conference in 1987. "In addition, for Region 1 (Europe-Africa), the conference adopted a resolution to convoke, as early as 1985 if possible, a regional administrative conference for radiocommunications, whose objective will be to establish plans for assigning mobile maritime service frequencies in the bands between 435 kHz and 526.5 kHz, and in portions of the band between 1606.5 kHz and 3400 kHz for Region 1, and to plan utilization of the 415-435 kHz band by the air radionavigation service in Region 1."

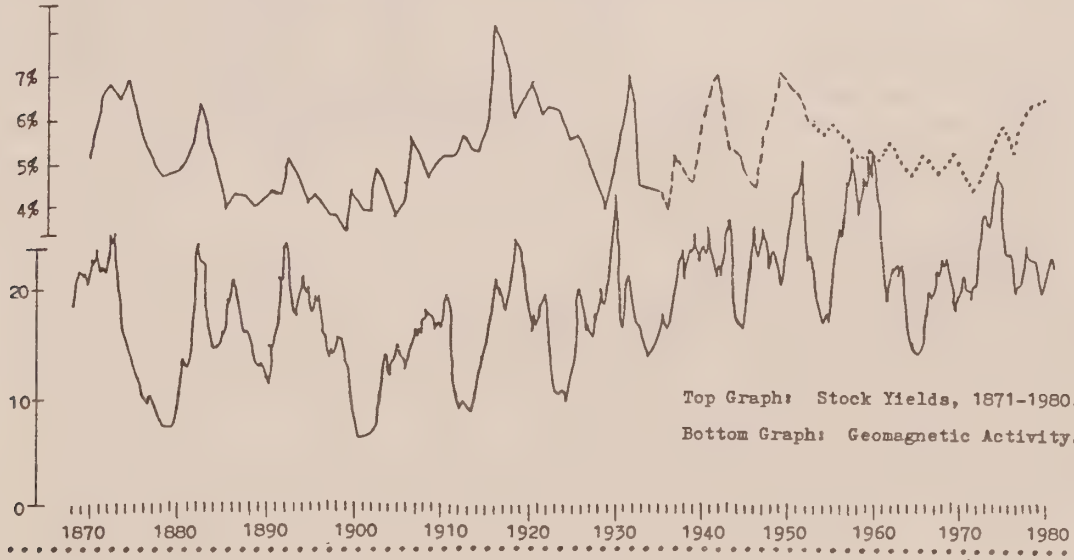
If You Didn't Ask for a QSL, You're Too Late

From the Bangkok Post, 26 March: "The outlawed Communist Party of Thailand's news agency has been mysteriously silent for nearly two months, a government intelligence source disclosed yesterday. The source said government intelligence agencies were still trying to establish the cause of the suspension of the People of Thailand News Agency (PTNA)... the last PTNA transmission in Morse Code was intercepted by the military in early February... The PTNA started transmitting in Morse Code after the Voice of the People of Thailand (VPT) Radio was shut down in 1979... The VPT closure came after Gen Kriangsak visited Peking and it is believed that China pressured the CPT into closing VPT because China wanted to show that it did not interfere in Thailand's internal affairs. The PTNA reportedly has its office in the jungles of southern Krachuab Khiri Khan Province and before the silence, broadcast regularly thrice a week."

...And If You Believe This, I Have Some Choice Swamp-land to Sell, too

From a press release dated 18 May 83, sent by the Analogous Solar-Terrestrial Research Organization (ASTRO), 5816 Webster St., Omaha, NE 68132: "Stock Market/Geomagnetism Link Found. Fluctuations in the strength of Earth's magnetic field, proven to affect a variety of radio and animal sensing abilities, has been found to correspond with stock market activity. A research group in Omaha compared the standard 'Ap' geomagnetic activity index, published by the National Oceanic & Atmospheric Administration, to the Dow-Jone Industrial Stock Average. They found that as geomagnetic activity reaches a certain strength, stock prices 'freeze' and reverse direction with 86-92% reliability... The Analogous Solar-Terrestrial Research Organization, which did the study, claims that even minor market extremes are seen at times of less strong geomagnetic bursts. ASTRO President Lawrence H. Berg says they forecasted the last two major market turns ('81 fall and '82 rise) and 21 minor swings since they began their market timing service in early 1981... When actual geomagnetic activity warrants, we notify subscribers by telephone of an immediate market reversal, and confirm these signals by mail... Altogether, there are approximately 16 short-term signals a year, but this varies widely and cannot be assumed to be the actual number. An active geomagnetic field can produce wild variations in market activity which would produce more market signals... /We offer a/ weekly publication containing previous week's 'Ap' values, month ahead forecast, and notices of major or extreme geomagnetic activity conditions. No stock market information or recommendations in this publication... Available on Request - 115-year geomagnetic activity/commodity prices chart; 115-yr geomagnetic activity/weather chart; '81-'82 ASTRO's stock market performance chart; Geomagnetic activity/health related articles, charts."

(Since I'm not recommending these services, and since RCMA has a Very Strict Policy against free advertising, prices have been omitted.)



Top Graph: Stock Yields, 1871-1980.
Bottom Graph: Geomagnetic Activity.

October Log

Contributors:
C = Chris (CA-OR-ØSØ)
H = editor (CT-Ø48)
K = Richard Kramer (PA-Ø93)
R = Bob Rankin (KS-ØØ1)
S = Daryll Symington (OH-149)

5336.0 U 0405 Parsley calling Parsley-Bravo--S
5696 U 0632 Commsta Portsmouth/CG-2116/CG-1504/Active/Chulula--S
5815 A 0405 4-digit groups in Spanish by YL--S
6629 L 2326 Jerry/Sergio/Marlo/Vito (English & Italian lang)--S
6683 L 0111 SAM-31682/Andrews--H
6746 U 0614 Genesis calling Gumdrop--C
6750 U 0255 Air Evac-60183 p/p Andrews Metro via Lajes Airways--H
7527 A 0300 5-digit groups in Spanish by YL (bad modulation - spur?)--R
7653 C 0759 KKN44 (US State Dept, Monrovia) QRA marker, every 60 sec--S
8722 U 2245 Oceanic (passenger ship) p/p via WOM--S
9006 U 1410 Cape Radio/ARIA-1 & -2 (duplex w 11205)--H
9014 U 0013 SAM-25197 p/p SAM Command via Scott--S
9018 U 1922 SAM-24199/Andrews--H
10096 U 0355 Caledonia-663/Recife Aeradio--S
10570 A 0137 "Ø88-355-224-11Ø" in Spanish repeated by YL--C
10780 U 2049 Cape Radio/UTC Liberty (NASA recovery ship)--S
11105 U 0300 One side of Russian p/p--R
11118 U 1503 Warner p/p's via Roman-Lao--S
11119 U 1558 Durango calling Tranquil--S
11139 U 1912 ST-11 r/c ST-12--H
11176 L 1529 Air Force-2/Andrews--H
11179 U var. Gull-22 p/p Mather Monitor via MacDill--S MAC-6Ø133 p/p Keflavik (Iceland) via MacDill--S
11182 U var. George-48 p/p Navy Glenview via Scott Airways--S NI619 p/p via Scott--S
11183 U 2340 Bird-22 calling Woodbridge Rescue--S
11185 U many Ascot-1163 p/p Gulf-Charlie via Architect (Margaret & Dennis Thatcher returning to England from North America, 30 Sept)--H
11192 U many Ranger-Base calling Bravo-Yankee-Yankee-49, Mickey Mouse calling Somerset, BYY-49/BYY-35--H
11226 U 1356 Head Dancer p/p Raymond-Ø1 via Lajes Airways--H
11243 U 2139 Sprite p/p's Mandrell, Broadloom & Norwood via Teeter--S
11246 U 1627 Watch-26 p/p Randy via MacDill--H
11249 U 1656 PACCOM-Ø1 p/p SAM Command via Andrews--H
L 0027 Venus-Ø2/Andrews--C
11252 U many Agar-24/Gabby (NASA)
13215 L var. SAM-31683 p/p Hammer Control via Andrews--S Andrews-Alfa/Andrews--K
U 1635 SAM-xx460 p/p via Andrews--H
13240 U 1608 Pakistan-8Ø5/Karachi Communication--H
13241 U 2035 Air Force-2 p/p Crown via Andrews--S
13244 U many Coast Guard-Ø1 p/p Andrews via Lajez Airways--S Ascot-5306/MacDill--S LV-119 r/c MacDill--S MacDill/MAC-4Ø627, -40638 & 67958--S
13247 U 1622 Catbird r/c Andrews--H
15015 L 1618 SAM-31683/Andrews--H
15036 U 1655 SAM-2413Ø p/p's via Andrews--R
15048 U 1343 SAM-31681 p/p's Nickel & SAM Command via Andrews--H
17999 U 1711 3-Tango-Echo/Halifax Military--S
18023 U 1505 A6HHZ p/p Minister of Petroleum via Bahrain Radio--S
18666 U many Flint-457/Flint-461/Atlas/Panther--H Flint-361/Atlas--S
20189 U 2308 CAP-1/G-12-B (NASA)--S

We have receive notice from Mike Hardester, MWHS-2 Medical (SC-16), MCAS Cherry Point, NC 28533 that the following equipment has been stolen. (some items have 559 80 7072 etched on them)

Yeasu FRG-7 serial 6 M 082526
Kenwood R-1000 serial 0070145
Drake SPR-4 serial 1734
Bearcat 300 serial 31058
JVC model 3060 TV/radio/cassette serial 12368403
Sony TC-106A reel-to-reel recorder (mono) serial 28883

If you have any information on the above please contact Mike at above address

Business, Etc.

This column is for reporting frequency and radio system information for the following varied services: business, forest products, petroleum industry, special industrial, manufactureers, news media (behind-the-scenes radio, TV & newspaper), motion picture industry, security (private patrol, detective agencies, campus security & police, amusement park & stadium security, shopping center & mall security, plant/business/hotel security, etc.), General Mobile Radio Service (GMRS), mobile phone/RCC & paging, trucking firms, bus lines, taxi cabs, tow trucks, utility companies (private & municipal water, power, electric, gas, telephone, etc.), and all school & college related frequencies. Send information and questions pertaining to the radio services covered in this column to:

Brandt Niemuth, P.O. Box 541, Rosemont, IL 60018

Greetings from the Windy City:

Due to the lack of input since the last newsletter, I will continue with a little catch-up on the back log of material. To those involved, I apologize for the delay. If the small amount of input continues after the catch-up (which I hope will not become necessary), than I will opt to pick from my massive files for the Chicago area. Please keep those contributions flosing, for without them, there will not be a newsletter, and remember if we can not read them, we can not print them. I have not gone to de-coders school yet.

From anonymous, for the Alta Loma area;

48.38 KMH 758 San Antonio Water Co
153.68 KMK 831 Cucamonga County Water District
452.65 KBG 412 Omnitrans
453.000 KSM 383 The Sun (San Bernardino newspaper)

From Neal (CA-LA-385): (San Fernando Valley area)
151.895 Universal Studios - Security
151.895 Rowlett's Towing - North Hollywood
462.65 Toluca Lake Security
463.975 Olympic Cab Co - Van Nuys
464.2 Starline Sightseeing Tours - Hollywood
464.325 Sherman Oaks Galleria
151.925 Sheraton Hotel - Paging & Security -- Palm Springs

From Chris (NY-020), Syracuse area:
152.99 Penn Cann Mall Security
153.05 General Electric - Fire
153.35 General Electric - Security KAS 977
153.31 Carrier Corp - Security
161.7 WCNY-TV/FM KAS 871
170.15 WHEN Radio - Traffic Plane
173.275 Syracuse Herald Journal - Paging
450.05 WIXT-TV (Chan 9) KX 7914
450.25 WTVH-TV (Chan 5) KZH 830
450.35 WSTM-TV (Chan 3) KEH 598
450.55 WSYR-Radio - Traffic Copter
461.725 Syracuse Cablesystems TV
461.6 Syracuse University Dome - Maint
461.7 Syracuse University Dome - Security
(Ed - My apologies to Chris for the delay. I would have dropped you a note, but I do Not have your address).

Also included this month is some material that prepared by Cliff (CA-AL-029) for the northern California area. Thank you Cliff, and sorry for the delay.
Please remember that all this material was the backlog I inherited upon receiving this column. Hopefully there will not be any space limitations in future newsletters.

Until next time
Happy Monitoring.

Business, Etc. continued

TAYLOR BUS SERVICE	155.235	KMD533	STOCKTON
TAYLOR BUS SERVICE	155.235	WXP427	SANTA ROSA
SYAR INDUSTRIES	31.72	KFO718	VALLEJO
SUN VALLEY SHOPPING MALL	464.475	WRM751	CONCORD
SUN VALLEY SHOPPING MALL MAINT.	151.955	WSG241	CONCORD
SUPER X SERVICE	35.70	KXT744	SAN FRANCISCO
SUTTER COMMUNITY HOSPITAL	457.525	KR8047	
SUTTER COMMUNITY HOSPITAL	467.775	KR8047	
SUTTER COMMUNITY HOSPITAL	467.825	KR8047	
SUTTER COMMUNITY HOSPITAL	163.25	WXY294	SACRAMENTO
SUTTER FARM CHEMICAL	151.715	KJY280	YUBA CITY
SUTTER GENERAL HOSPITAL	155.34	KDB445	SACRAMENTO
SUTTER MEMORIAL HOSPITAL	155.34	KDB446	SACRAMENTO
SUTTER MEMORIAL HOSPITAL	457.525	KW5535	
SUTTER MEMORIAL HOSPITAL	457.600	KW5535	
SUTTER HILL LTD.	464.775	WSE711	SALINAS
SUTTER HILL SERVICE	35.96	KIQ988	PIONEER
SUTTER LOGGING	466.125	WFZ859	REDDING
SUTTER LOGGING	466.500	WFZ859	REDDING
SYBRON CORPORATION	463.400	KXO437	NOVATO
SYCAMORE POOLS	469.025	WFG679	SANTA BARBARA
SKKES SECURITY	466.525	WDB902	MERCED
TMC CONSTRUCTION	466.025	KD2354	
TM DUCHE NUT COMPANY	157.680	WXP826	ORLAND
T MAC CONSTRUCTION	468.350	WFD688	PALM DESERT
TAM SEWERS INC.	464.075	KTF556	OAKLAND
TAMALPIAS	151.685	KQQ615	LARKSPUR
TAMALPIAS COMMUNITY	155.775	KVK381	MILL VALLEY
TELEPROMPTER CORP.	35.18	KDO794	SANTA CRUZ
TELEPROMPTER CORP.	154.515	KUH316	SANTA CLARA
TEN FOUR COMMUNICATIONS	151.925	KSF742	MODESTO
TEN FOUR COMMUNICATIONS	466.800	WFZ709	MODESTO
TEN FOUR COMMUNICATIONS	461.800	WZW542	TRACY
SUBGRADE CONSTRUCTION	461.600	KFE816	VACAVILLE
SUPERIOR CLUTCH/BRAKE	487.2625	WCA900	SAN JOSE
SUTTON ENTERPRISES	152.300	WRE909	CRESENT CITY
T.P. DRAYAGE	466.675	WBW660	SAN FRANCISCO
T.P. DRAYAGE	461.075	KAZ544	OAKLAND
TAYLOR HEATING/AIR CONDITION	490.2125	KCP949	VACAVILLE
TAYLOR HEATING/AIR CONDITION	461.750	KX8592	
TAYLOR HEATING/AIR CONDITION	466.500	KX9998	
TAYLOR HEATING/AIR CONDITION	493.2125	WBZ392	WINTERS
TEL PAGE INC.	35.22	KMB305	SAN FRANCISCO
TEL PAGE INC.	43.58	KMB305	SAN FRANCISCO
TEL PAGE INC.	35.58	KMB306	OAKALND
TEL PAGE INC.	152.240	KQZ717	OAKLAND
TEL PAGE INC.	158.700	KQZ717	OAKLAND
TEXICO MINERAL	153.050	KMB388	MORRO BAY
TELCO	468.450	WDX798	FREMONT
TELCO	463.450	WXU305	WALNUT CREEK
TELEPROMPTER	151.775	KKK815	UKIAH
TELEPROMPTER	35.18	KQZ873	LOS GATOS
TELEPROMPTER	469.25	KTZ44	UKIAH
TELEPROMPTER	154.515	KVI957	NEWARK
TELEPROMPTER	469.25	WAY965	WILLITS
TELEPROMPTER	469.25	WAY966	FORT BRAGG
TENNEY CONSTRUCTION	464.25	KRE940	REDDING
SUMMIT AMBULANCE	155.175	WZN277	BELMONT
SUN VALLEY LUMBER	43.000	KLP532	DANVILLE
SUPERIOR ELECTRIC	463.375	KUV281	STONYFORD
SUVI AUTO PARTS	461.375	KIR356	REDDING
SWLVESTERSON ENT.	468.475	WDR530	SAN JOSE
SYMONS BODY SHOP	151.775	WST281	DANVILLE
SYNDIC INVESTIGATION	466.450	WBS710	CHICO
SYNTERTEX INCORPORATED	158.280	WRX357	SANTA CLARA
SYNEX COMMUNICATIONS	151.805	KQJ770	PALO ALTO
TAYLOR MADE COPY	468.275	WBD426	WALNUT CREEK

CANADA

Send Canadian frequency information, radio system details and other information relating to Canadian monitor radio listening and questions to:

Rob Berezowski, 211 Costigan Bay, Saskatoon, Saskatchewan, S7J 3P4 Canada

Greetings all and welcome to this months Canada column, coming from the sprawling metropolis of Saskatoon, gateway to Warman, an even larger city. Seriously I hope everyone has located Saskatoon on the map by now, and realizes that the city really does exist. A strange thing here at the U of S, Engineering faculty to be exact. There are a lot less girls in the electrical classes as compared to the U of C. 15% are girls at the U of S, but I would guess that about 40% were girls in the U of C classes. No one said Saskatoon was perfect, but the girls here are nicer than the UofC bunch so that makes up for it somewhat.

To start off this month I have some information sent in by one of the few members in Saskatchewan. Delbert(CAN-083) sent this info in some time ago, but due to circumstances beyond my control it was delayed. The information on Saskatoon is verified by my monitoring, but supplied by Delbert. I will put some information on Saskatoon in the column when I have collected and identified the agencies.

RCMP Tisdale area repeater	155.700/154.950in
Melfort area repeater	155.640/155.040in
Nipiwan area repeater	155.580/154.890in
Carrot River repeater	155.430/154.800in
"Local" all areas	155.670/155.670
Ambulance Melfort, Nipiwan XNS 359, Tisdale XNK 416	158.550 local channel 158.760 Provincial ambulance ch.
Regina Police	413.0125 413.1625 413.4125 413.5875 413.8625
Olson's Ambulance Regina	158.760
Saskatoon Police	461.0125 462.125 462.275 462.575 462.975
Saskatoon Fire Dept.	153.830/154.340in 419.000/414.0125in

Now we move a little further west with some more info from Mike (CAN-092). The info is in addition to the lists I have already printed a couple of months ago.

Uniguard Security (BC Tel Langley)	154.525
RCMP Vancouver Island (South island rptrs)	140.610 140.790

Mike also sends in some information on RCMP unit identifiers.

Alpha	Detachment Cars
Bravo	Patrol (Municipal?-ed) Cars
Charlie	Traffic Cars
Delta	Detective Cars
Echo	Support Units (ERT, Ident, Canine)
Foxtrot	Administration (also boats)
Gulf	unidentified (patrol boats?-ed)
Hotel	RCMP Aircraft

Mike also sent in some information on the MOT Fire Dept. at the Vancouver International Airport. All of the crash vehicles have two radios. One is a VHF Aircraft radio with 121.700 (Vancouver ground control) and 122.600 as a back up. The second radio is a four channel UHF radio. The first two channels are apparently for security and/or RCMP at the airport. The frequencies could (and I stress that this is not confirmed -ed) be 413.0625 and 413.2875. The third channel

is an airport FD frequency, and the fourth channel is a discrete MOT crash scene and investigation frequency. Mike was unable to obtain the frequencies, but maybe someone else can help. Thanks Mike for all of this information.

From another Mike, this time MI-016, passes on that he has noted the Windsor Ambulances communicating with the hospitals on the new frequency of 155.520. Andre(CAN-069) also sends in a couple of miscellaneous notes. He says that 150.700 has been used by crews on ships crossing the St. Lawrence Seaway locks. Also the frequency 122.700 is used for co-ordination between helicopters and icebreakers to avoid flooding on the St Laurent shoreline. Also 153.740 has been used by unidentified technicians installing equipment. Andre has not been able to identify who the technicians work for, but they were installing equipment aboard ships. Thanks Andre.

Colin(CAN-096) has sent in some interesting information. He managed to make it to a hockey game between the Vancouver Canucks and the NY Rangers. He checked out the possible NHL frequencies I printed in the column some time ago. He found 457.525 and 457.575 silent, an open carrier on 467.850, but most important he found the NY Rangers using 467.775 for the coaching staff and spotters. It sure made the game much more interesting at times according to Colin. Colin also says that BC Place Security operate on 464.0125. Another channel was in use, but Colin was unable to find it. Colin also sent in the following list for Penticton, BC. (I have been to the Penticton and Oakanogan area quite a few times, but not in the last few years. It is very nice country there.-ed)

Penticton Cable TV	Service Dept	151.805
	Programming Dept	152.060
(the latter frequency is also used by Trail and Kelowna Cable TV, with only occasional use by Pen.)		
CKOK Radio News		153.590
West Kootenay Power		153.470
Dept. of Highways		158.490
		148.585
City of Penticton		163.675
RCMP	Penticton Detachment	139.500
	Mt. Kobau Rptr	139.245
	Beaconsfield Rptr	139.245
	Apex Rptr	139.560
Penticton Fire Dept		154.070
Penticton Ambulance		149.680
BC Forestry		163.890
	Penticton Tanker Base	163.995
Radio Amateur		145.980
		146.185
		146.340
		146.760
	Repeater	146.940
	Repeater (US)	146.970
Eckhert Electric		164.700
Pagers	Penticton Regional Hospital	149.020
	Electrical Co.(?)	163.440
Peach City Cabs (?)		160.605

Thanks for the info Colin. Colin also sent in some other material that I will print a little bit later. At the moment it appears that there may be some problem in the forwarding of the mail from Calgary. I knew it was too good to be true. Anyway, earthquakes and snow storms aside, I hope this column makes it through. Until next time, keep your ear to the ground and stay in touch.

COMMUNICATIONS PROFILE

Cliff Polkinghorn, 14310 Acacia St., San Leandro, CA 94579

This column is for special projects that explain various radio systems in detail. Frequencies and radio codes of not only municipal agencies and certain federal government agencies may be listed, but also large businesses and corporations. The contribution must be lengthy enough that publishing it in one of the regular columns would not be possible. If you are inclined to submit a report as the one below appears, please follow No. 8 in the inside front cover of the Newsletter.

Well here I am, hammering away (and I do mean hammering) at the JANUARY ISSUE, and I haven't even seen the DECEMBER ISSUE in print yet. Oh well, the paste up crew knows what there doing, so I will just assume all is well.
This month we have some LOUISIANA info, from our friend DAVID FULLER LA-031. I re-typed this stuff, so it would all fit. If you find any errors (and you will) it's probably my fault. Please bear with me, I'm still the new kid on the block.

BEFORE WE LOOK AT THE JANUARY COLUMN----LETS DO THIS---

ATTENTION CALIFORNIA MEMBERS:

I am looking for info (as described below) on C.D.F. I wish to put together, as complete as possible, a PROFILE for that agency. If any of you have ANY info, especially that listed below, please send it on to me. YOU WON'T REGRET IT.

*	STATION ADDRESSES and IDENTIFICATION #
**	EQUIPMENT TYPES AT EACH STATION and IDENTIFICATION #
***	DISPATCH POINTS and ID.
****	AIR TANKER BASES (locations and ID.)
*****	AIR TANKERS IDENTIFICATIONS AND WHERE THIER BASE IS

ATTENTION NON-CALIFORNIA MEMBERS:

I would like the same info from you. CALIFORNIA is not the only state with trees and forest fires.

I know it's hard work to put together this info for PROFILE, but the gratification of seeing your own info in print, is well worth it. JUST ASK JOE M. LEWIS (DEC.), and DAVID FULLER (JAN.)--- THEY KNOW----

LOUISIANA PUBLIC SAFETY---COMMUNICATIONS PROFILE

POLICE DEPARTMENTS:

c/o LIVINGSTON PARISH (39.50 MUTUAL AID STATEWIDE)
- c/o LIVINGSTON P.D. (KKD616) 39.760
  WALKER P.D. (KCR412) 39.760

ST. TAMMANY PARISH (39.50 MUTUAL AID STATEWIDE)
- c/o COVINGTON P.D. (KYW942) 39.160, 154.710, 156.210
  MANDEVILLE P.D. (KSM895) 39.180
  SLIDELL P.D. (KXP374) 39.340, 154.845, 155.370 155.970, 158.730 159.210

TANGIPAHOA PARISH (39.50 MUTUAL AID STATEWIDE)
- c/o AMITE P.D. (KKD621) 39.820, 155.475
  HAMMOND P.D. (KDC336) 155.580, 156.030
  PONCHATOULA P.D. (KKM531) 39.420

WASHINGTON PARISH (39.50 MUTUAL AID STATEWIDE)
- c/o BOGALUSA P.D. (KKD368) 39.640
  FRANKLINTON P.D. (KMK269) 39.840

SHERIFF'S DEPARTMENT:

c/o LIVINGSTON PARISH S.D. 39.760
ST. TAMMANY PARISH S.D. 39.720, 154.710
COVINGTON S.O. (KED614) 39.720, 154.710
SLIDELL S.O. (KLS648) 39.720, 154.710
TANGIPAHOA PARISH 39.820, 154.830, 155.475
WASHINGTON PARISH
BOGALUSA S.O. (KAA682) 155.925
FRANKLINTON (DISPATCH) (KFN691) 155.925

Communications Profile continued

STATE POLICE TROOP HEADQUARTERS (plus frequencies)

TROOP	CITY	CALL	FREQUENCY
A	BATON ROUGE	KKC323	39.30
B	NEW ORLEANS	KKC590	39.30. 39.28
C	RACELAND	KKC545	39.30
D	LAKE CHARLES	KKC592	39.30, 154.80
E	ALEXANDRIA	KKJ799	39.30
F	MONROE	KKC594	154.80, 154.95
G	BOSSIER CITY	KKA720	39.30, 154.80
H	LEESVILLE	KKC595	39.30
I	LAFAYETTE	KKE860	39.30
K	OPELOUSAS	KKG531	39.30
L	COVINGTON	KKY729	39.30

* NOTE:----39.50 is mutual aid STATEWIDE---USED BY ALL AGENCIES

STATE DEPARTMENT OF CORRECTIONS:
LOUISIANA STATE PRISON (KV5175) 154.965, 155.985
WASHINGTON PARISH PRISON 154.965

FIRE DEPARTMENTS:
LIVINGSTON PARISH 33.860
c/o LIVINGSTON F.D. (KZ2207)
WALKER F.D. (KCQ307)
ST. TAMMANY PARISH 33.860
c/o ABITA SPRINGS (KRX457)
BUSH (KRX458)
COVINGTON (KRX456)
FOLSOM (KRX459)
La COMBE (KRX460)
MADISONVILLE (KRX461)
MANDEVILLE (KRX462) – (KNBV593)
PEARL RIVER (KRX463)
SLIDELL (KRX464)
SUN (KRX465) and TALISHEER (KRV958)

TANGIPAHOA PARISH 33.860
c/o AMITE (KKO515) NATALBANY (KKo520)
HAMMOND (KKO516) ROSELAND (KKO518)
PONCHATOULA (KKO522) KENTWOOD (KKO519)
INDEPENDNECE (KKO517) LORANGER (KKO517)

WASHINGTON PARISH 46.06
c/o BOGALUSA (DISPATCH) (1)(KDN952)(2)(KIG677)(3)(KIG674)
RESCUE UNIT (KC5260)
FRANKLINTON (KDS674)

CIVIL DEFENSE and OTHER RESCUE UNITS:
LIVINGSTON PARISH (KAU495) 153.80

ST. TAMMANY PARISH 155.025 & 155.865
c/o ABITA SPRINGS (KRI509)
BUSH (KRI510)
COVINGTON KRI511)
FOLSOM (KRI512)
La COMBE (KRI513)
MADISONVILLE (KRI514)
MANDEVILLE (KRI515)
PEARL RIVER (KRI516)
SLIDELL (KRC622)
SUN (KRI517)
TALISHEEK (KRI518)

TANGIPAHOA PARISH
c/o AMITE (KPG59 & KXJ258)
HAMMOND (KPG58)
INDEPENDENCE (KLX921)

WASHINGTON PARISH
c/o PARISH C.D. 39.50, 155.925
BOGALUSA C.D. (KYW921) 39.50, 45.60
"REACT" (KBTJ4584) CB CH. #9--27.065 MHZ.

LOUISIANA HOSPITALS:

BOG MEDICAL CENTER (KYJ264) 155.340, 152.005(PAGING)
CHALMETTE GENERAL (WXP323) 155.340
CHARITY (BOG) HOSPITAL (KKL751) 155.340
NO. CHARITY HOSPITAL (KKQ731) 155.340, 155.205
CHILDRENS HOSPITAL (WZT934) 155.340, 155.175
De PAUL (KRA516) 155.340, 155.220
E. JEFFERSON GENERAL (KTZ264) 155.340. 155.385
HOTEL DIEU (KGV217) 155.340, 155.400
HUEY P. LONG (KYG699) 155.340
JOELLEY SMITH MEMORIAL (WXM711) 155.34, 155.175, 463.175, 468.175
LATTIC KEMP CHARITY HOSPITAL 155.340
BOG/L.A. HOSPITAL ASSOCIATION (KKD699) 155.280
NO. L.S.U. MEDICAL CENTER (WQV719) 462.95, 462.975. 463.175, 468.175
NO. GENERAL (KCS370) 155.340
NO. HEALTH CORP. (KCS273) 155.340, 155.220
NO. MERCY HOSPITAL (KLO250) 155.340, 155.400
OPELOUSAS GENERAL (KYL804) 155.340, 453.075
ORLEANS PARISH MEDICAL SOCIETY (WQD310) 463.175, 468.175
FRANKLINTON RIVERSIDE MEDICAL CENTER (KWJ325) 155.235
ST. BERNARD GENERAL (WXQ918) 463.175, 468.175
ST. CHARLES GENERAL (WRE234) 155.340
ST. CLAUDE GENERAL (KBK231) 155.340
TOURO INFIRMARY (KGP637) 155.340, 155.355
TULANE MEDICAL CENTER (KBF655) 155.340, 155.385
W. JEFFERSON GENERAL (KGN519) 155.340, 155.385
ST. TAMMANY PARISH HOSPITAL (KXZ770) 155.340
SEVENTH WARD GENERAL (KTH325) 155.340
SLIDELL MEMORIAL (KNAA562) 155.340
SOUTH BABTIST (KGV252) 155.175, 155.340
TANGIPAHOA PARISH HOSPITAL SERVICE (KXC909) 155.340

AMBULANCE COMPANIES:

c/o ACADIAN AMBULANCE SERVICE (KS6126) 155.340, 155.295
BILLY GRAY AMBULANCE SERVICE (WZQ308) 155.340, 155.220
CARE AMBULANCE SERVICE (WQI468) 155.340, 155.220
GULF STATES MEDICAL SERVICE INC. (KNA5155 & KNAS230) 155.235, 462.950, 462.975, 463.175. 468.175
JEFFERSON EMERGENCY MEDICAL SERVICE (KUQ240) 462.975, 463.175, 468.175
RED LINE AMBULANCE SERVICE (KNAR472) 33.040

ST. TAMMANY FIRE DISTRICT & HAMMOND F.D.

HAMMOND F.D. 33.860, (KKO516)
c/o 6 PUMPERS
2 TANKERS
1 TRUCK (w/50' AERIAL LADDER)
1 RESCUE
1 SNORKEL (75')

ST. TAMMANY FIRE DISTRICT #1 33.860
(covers all of ST. TAMMANY PARISH except PEARL RIVER)

c/o 6 PUMPERS (#2,4,5,7,8,11)
3 TANKERS (#12,14,15)
2 TANK TRUCKS (#6,10)
4 CARS
1 SERVICE VAN (#9)

RADIO IDENTIFIERS:

100= FIRE CHIEF
102= ASSISTANT CHIEF
200= DIST. CHIEF CAR
201= DIST. CHIEF CAR
202= DIST. CHIEF CAR
220= FIRE PREVENTION
241= FIRE INSPECTOR
500 SERIES= SLIDELL VOLUNTEERS
501= MEDICAL OFFICER

NOTE: ENG. #4= VOLUNTEER PUMPER
NORTH SHORE VOLUNT.

AMATEUR TWO (2) METER RADIO FREQUENCIES:

146.100= KENNER
146.610= NEW ORLEANS
146.640= FRANKLINTON
146.730= NEW ORLEANS

Communications Profile continued

146.760= NEW ORLEANS
146.820= NEW ORLEANS
147.000= NEW ORLEANS
147.030= BOGALUSA
147.090= NEW ORLEANS
147.375= KENNER
147.750= KENNER
148.000= NEW ORLEANS

********* ******* ******* ****** ****** ******

OUR THANKS TO ---DAVID FULLER LA-031 -----FOR ALL OF THIS FINE INFO.

ST. TAMMANY SHERIFF and FIRE
RADIO CODES---SIGNALS

EMERGENCY FIRE SIGNALS

14= AMBULANCE ENROITE
20= AUTO ACCIDENT
20a=AIRPLANE CRASH
20f=FATAL CRASH
20i=INJURY ACCIDENT
23 =TRAFFIC CONJESTION
24 =MEDICAL EMERGENCY
25 =CALL DISPATCHER
29 =DEATH
49 =VEHICLE FIRE
50 =TRASH/BRUSH FIRE
51 =STRUCTURE FIRE
51b=BOMB SCARE
51e=EXPLOSION
58 =CHIEF NEEDED AT SCENE
59p=TEMPORARY POSSESSION OF_ __
61 =AMBULANCE NEEDED
62 =CORONER NEEDED
62a=ALARM(FIRE etc.)
63p=CITY POLICE NEEDED
63S=SHERIFF NEEDED
63T=TROOPER NEEDED
64 =ARSON SUSPECTED
65c=CALL C.L.E.C.O.
65w=CALL WASHINGTON FLEET.
66 =SEND ADDITIONAL HELP
67 =VEHICLE BROKE DOWN
68 =NEED WATER---NO PRESSURE
69 =MUTUAL AID NEEDED
94f=FIREWORKS

FIRE SERVICE CODES

B= BUILDING INSPECTION
J= SPECIAL ASSIGNMENT
L= TAKING STATEMENTS
P= RELIEVE OPERATOR
O= OFFICE ASSIGNMENT
R= REPORT WRITING
S= SHIFT CHANGE
M= MILEAGE
T= CHECKING FILES
U= LUNCH
V= MAKING PHONE CALL
W= COURT ASSIGNMENT
X= EMPLOYEE MEETING/SCHOOL
Y= FUELING/MAINTENANCE

DISPOSITIONS

G.O.A. = GONE ON ARRIVAL
R.T.F. = REPORT TO FOLLOW
N.A.T. = NECESSARY ACTION TAKEN

RESPONCE CODE:
CODE 1 =ROUTINE CALL
CODE 2 =ASSIGNMENT URGENT
CODE 3 =EMERGENCY CALL
CODE 4 =UNDER CONTROL NO FURTHER ASSIST. NEEDED

COMPLAINT SIGNALS (partial)

15 =CITIZEN HOLDING SUSPECT
19 =DRUNK
22 =DISPERSE SUBJECTS
27 =ATTEMPT CRIME
29s =SUICIDE
30 =HOMICIDE
30C =HOMICIDE BY CUTTING
30S =HOMICIDE BY SHOOTING
34 =AGGRAVATED BATTERY
34C =CUTTING
34S =SHOOTING
35 =SIMPLE BATTERY
37 =AGGRAVATED ASSAULT
38 =SIMPLE ASSAULT
39 =NEGLIGENT INJURY
42 =AGGRAVATED RAPE
43 =SIMPLE RAPE (ED. ???)
44 =AGGRAVATED KIDNAPPING
45 =SIMPLE KIDNAPPING
51 =AGGRAVATED ARSON
55 =SIMPLE ARSON
52E =EXPLOSION
52F =FIRE
59 =CRIMINAL MISCHIEF
60 =AGGRAVATED BURGLARY
62 =SIMPLE BURGLARY
62B =BUSINESS BURGLARY
62R =RESIDENCE BURGLARY
63D =DEMONSTRATION
64 =ARMED ROBBERY
65P =PURSE SNATCH
67 =THEFTS

ST. TAMMANY FIRE DISTRICT #1-----RADIO SIGNALS----

10-10 OUT OF SERVICE/SUBJECT TO CALL
10-11 DISPATCHING TOO FAST
10-12 VISITORS PRESENT
10-13 WEATHER/ROAD CONDITIONS
10-14 CONVOY ESCORT
10-17 PICK UP PAPERS/PACKAGES
10-18 COMPLETE ASSIGNMENT A.S.A.P.
10-19 RETURN TO STATION
10-20 LOCATION
10-21 TELEPHONE YOUR___
10-22 TAKE NO FURTHER ACTION
10-23 STANDBY
10-24 TROUBLE AT STATION
10-25 DO YOU HAVE CONTACT WITH___
10-26 CAN YOU OBTAIN DATA
10-27 ANY ANSWER OUR NUMBER
10-28 OBTAIN REGISTRATION ON___
10-29 CHECK FOR STOLEN/WANTED
10-30 DOES NOT CONFORM
10-33 EMERGENCY TRAFFIC
10-34 STANDBY
10-35 CONFIDENTIAL INFO
10-36 TIME CHECK
10-37 GIVE NAME OF OPERATOR
10-38 STATION REPORT SATISFACTORY
10-39 MESSAGE DELIVERED
10-40 IS ___ AVAILABLE TO RADIO
10-41 CALL STATION ON ALTERNATE FREQ.
10-42 OFFICER__AT HOME
10-43 HAVE __CALL HIS RESIDENCE
10-44 STATION TO STATION
10-45 GIVE NAME OF OFFICER IN CHARGE
10.46 ADVICE ID ___IS AVAILABLE TO TELEPHONE
10-47 OFFICER ___AVAIL. AT___
10-48 ___IS NOT AVAILABLE
10-50 NO TRAFFIC FOR YOU
10-51 MESSAGE FOR DELIVERY BY TELEPHONE
10-53 DO YOU HAVE TRAFFIC FOR THIS STATION
10-55 MESSAGE FOR DELIVERY AT STATION
10-59 TAPE RECORDING FOLLOWING
10-63 NET IN USE
10-64 NET CLEAR
10-65 CLEAR FOR MESSAGE
10-66 CLEAR FOR CANCELLATION
10-67 ALL STATIONS RE-DISPATCH___
10-68 REPEAT DISPATCH
10-69 HAVE YOU DISPATCHED
10-70 NET MESSAGE FOR ALL STATIONS
10-71 PROCEED WITH TRAFFIC
10-75 STANDBY FOR WEATHER
10-76 GIVE DAILY TRAFFIC
10-77 GIVE MILEAGE OF UNIT
10-78 SEND AMBULANCE
10-79 SEND WRECKER
10-81 OFFICER WILL BE AT STATION
10-83 HAVE __CALL HIS STATION
10-86 ADVISE PHONE # OF STATION
10-87 GIVE CALL LETTERS
10-88 ADVISE OFFICER PHONE #
10-92 QUALITY POOR
10-93 QUALITY GOOD
10-94 CALL THIS STATION VIA TTY
10-95 ADVISE TELEPHONE CALL THIS STATION
10-96 TEST COUNT
10-97 ARRIVED AT SCENE
10-98 AVAILABLE FOR ASSIGNMENT
10-99 UNABLE TO RECEIVE RADIO TRAFFIC

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contact/info wanted

This column has two purposes: to help members contact each other, and to help members obtain information directly from one another on various subjects related to 2-way communications monitoring. If you desire to converse, meet, or correspond with other members by telephone, letter, or cassette tape in a certain geographic area or with members who have similar listening interests, this is the perfect place for you to make known your interests. Remember – those who respond will do so directly, so be sure to provide your phone number, the best time to be called, or your address. Write to:

Amy Polivka, 12906 Ohio Circle, Omaha, NE 68164

ATTENTION BC-100 OWNERS: This Chicago area member would like to meet with other BC-100 owners to exchange info and ideas regarding this versatile scanner. (10-12-83)

BRANDT I. NIEMUTH (IL-084), P.O. Box 541, Rosemont, IL 60018

TECHNICAL ASSISTANCE NEEDED: This member would like to hear from anyone with technical information, schematics, service manuals, etc. for the Regency M-100. Unit works on DC but not on AC (adaptor is good). Possible that unit received "reverse polarity" on DC. Any information appreciated--please send phone number, as this member will call you. (10-19-83)

CHARLES "CHUCK" STEIER (MN-???), 4820 Hwy. 7, Minneapolis, MN 55416

Contact/Info Wanted continued

WASHINGTON STATE AND BRITISH COLUMBIA INFO: Would like to know what frequencies Blaine Police (Washington) and Surrey RCMP-Canada, use to communicate with each other. Will exchange info on Lower Mainland B.C. Police, etc. (10-20-83)
JAY MACNEILL (CANA-103), #301-1275 Nelson St., Vancouver, B.C. Canada V6E1J5 604/669-5209 after 8 pm. weekdays

ATTENTION DUANE PECK: Since the info was sent to you after leaving Alaska for Idaho, no word from you. I'm still waiting for a response if you got the stuff or not and if you still want to keep in touch!!
LARRY (MI-001)

FREQUENCY WANTED: This member would like the frequency for the Security Department of the Children's Mercy Hospital in Kansas City, Missouri. He has a large number of frequencies to trade in return. (10-25-83)
MIKE HARRIS (MO-084), 1341 E. 84th, Kansas City, MO 64131

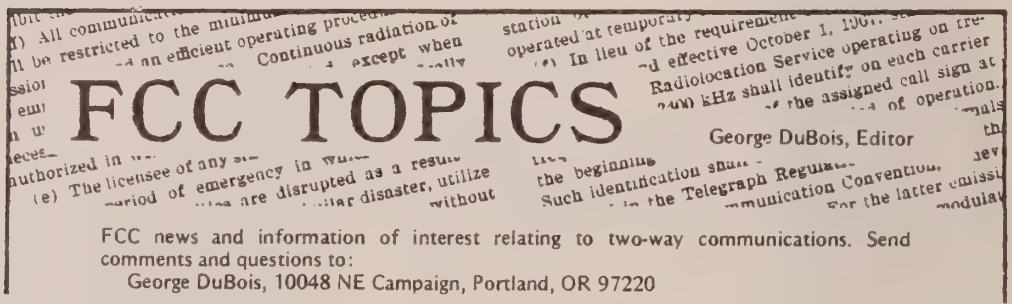
ATTENTION SALT LAKE CITY AREA MEMBERS! Let's get together and form an area chapter. (10-26-83)
RICHARD AVERY (CAAL 020), 204 West 200 North #302, Salt Lake City, UT 84114 801/532-5380

NEW YORK CITY FREQUENCIES: This member wants to have frequencies for New York City Police Dept., Fire Dept., E.M.S., Emergency Services. Also Traffic Dept. of Brooklyn, Manhattan, Queens. (10-26-83)
MR. E. MENCZER (NY-228), 210 Hooper St., Brooklyn, NY 11211

INFO WANTED: This member would like (1) 1981 FCC Microfiche or earlier listing for KXS 720; (2) Frequencies used by Buena Park Hotel, Buena Park, CA; Buena Park Mall, Buena Park, CA; Any frequencies used by AIRSPUR; Helicopter Commuter Service between LAX and Fullerton Airport. (3) Anyone knowing the use of frequency 154.800, reported to be used by a police agency in Orange County. (10-27-83)
ROBERT A. STOFFEL (CA-OR-026), 1337 West Av., Fullerton, CA 92633

WANTED: Computer program related to radio frequencies, stations, time, etc. that will work with a TIMEX/Sinclair Computer, 16K memory. (10-27-83)
L.P. BENJAMIN (CA-???), 3986 Mesa Cir. Dr.-201, Lompoc, CA 93436

CORRECTION! Correction to this member's November request -- Inner Harbor Security is called Harbor Place Security, the office is on Light Street in Baltimore, if anyone can help. (11-1-83)
JOE M. LEWIS (MD-015), 750 Scotland St., Dunedin, FL 33528


FCC TOPICS

George DuBois, Editor

FCC news and information of interest relating to two-way communications. Send comments and questions to:
George DuBois, 10048 NE Campaign, Portland, OR 97220

The FCC has released it's First Report and Order in the proposal to establish a utilization policy for Fixed service in the spectrum from 947 mHz to 40 gHz. This First Report provides new bands for the users presently operating in the 12.2 to 12.7 gHz band. This is the band recently allocated for Direct Broadcast Satellite (DBS) use. Although about one-half of the microwave links in the band are licensed in the Business Radio Service, a number of Public Safety agencies use the band for control links, including L.A. County. Although the 18 gHz band (17.7-19.7 gHz) was identified as the primary band for replacement spectrum, the higher frequency means shorter path lengths, therefore, in some cases, substantial

cost in relocating bands. The 18 gHz band is now very lightly used. The Commission is now making available frequencies in the band from 6525 to 6875 mHz (which untilnow had not been available in the Business Radio Service) and the 12.7 to 13.2 gHz band, which will be shared with the Cable TV Relay Service (CARS). The maximum bandwidth in the 6 gHz band is 10 mHz, which may accomodate some of the lower-density use. This band is heavily used in most areas. CARS users may now have access to two contiguous blocks of frequencies in the 18 gHz band. New channel allocations of varying bandwidths were made in the 18 gHz band to accomodate new users. Broadcast and common carrier users will still be allowed to share the band. Existing users in the 12 gHz band may continue operation until Sept., 1988 on a primary basis and after that on a secondary, non-interference basis to DBS.

The Commission has amended the Marine rules to conform with the provisions adopted at the Safety of Life at Seas convention in 1974. These provisions were not to be adopted until 1980 and the first set of amendments already adopted will not go into effect until September. The newest amendments now require vessels to maintain radio watch on VHF channel 16 (156.8 mHz) when outside of a port or harbor. Presently, when a ship is operating in a navigable waterway it is required to maintain watch on ch. 13 for ship-to-ship communications and a VTS channel, if under VTS control. At sea they are only required to monitor 500 kHz, for radiotelegraphy, and 2182 kHz, the voice distress and calling frequency. Although ships would commonly be widely separated at sea, it is considered important to have a common frequency for immediate bridge-to-bridge communications, should they become necessary. The new amendment also requires a log to be kept.

Parts 81 and 83 were amended to allow the use of facsimile in the HF Marine bands. Until now, frequencies were available for voice, telegraphy and teletype, but not facsimile (the tranmission of fixed images). The only use of facsimile in the maritime service has been by the Government, specifically the transmission of maritime weather maps. Now, sixteen channels have been set aside for use by ships. They are from the frequencies assignable for "wide-band telegraphy, facsimile and special transmissions" in the ITU Radio Regulations. For coast station use, frequencies will be assigned from the bands available for Fixed use. These bands were made available for shared use in the Maritime service by the 1979 WARC. Emission permitted will be A4J, suppressed carrier SSB with frequency shifted audio. No technical standards for format were adopted. This will allow maximum user flexibility. Voice use will be allowed only for set-up and confirmation of reception.

The Commission has withdrawn it's proposal that would have allowed low-power personal rescue transmitters in the Marine service (May column). Commenters said that the use of HF frequencies would require an antenna of an impractical length and that the use of VHF marine channels would be useless, since a higher power signal on the same channel would block the distress signal. Since the reliability of such a device is questionable, and since the Commission allows similar, although more complex, emergency transmitters in the marine band, they are terminating this proposal.

Another proposal that bit the dust was one that would have authorized ten-year licenses in the 462 mHz General Mobile Radio Service (GMRS). (July column.) Only two comments were filed, one in favor and one against the proposal. In opposition was the Personal Radio Steering Group (See Sept. column), which stated that complete and accurate records are needed for enforcement and to allow new applicants to determine which channels are the most lightly used in an area. There is no formal frequency coordination in the GMRS. The Commission agreed and terminated the idea, saying that continuing the present five-year licensing will have no significant impact on the Commissions resources. (Then why did they suggest it in the first place?)

The FCC <u>did</u> amend Part 97 though, to allow ten-year license terms in the Amateur Radio Service. New and renewal applications for amateur licenses will be for ten years and the grace period for renewal of an expired license will be two years.

This doesn't have much to do with anything, but another hearing notice in the seemingly endless series of hearing notices regarding competing applicants for Cellular mobile telephone service was

FCC Topics continued

released, this time for San Diego. The Commission has urged applicants for cellular licenses to reach agreement among themselves, form partnerships, whatever, to reduce the need for comparative hearings. (The Cellular service was specifically excluded from the lottery process implemented last year in some services.) Many applicants in some cities have done just that. AMPS Corp. (AT&T) and GTE and a number of smaller telco's have agreed on the wireline applications for most markets, AMPS operating systems in 12 of the largest markets and GTE in six. (See the June, 82 column for an explanation of the wireline/non-wireline block allocation.) AMPS will apply for the San Diego system. Three companies have applied for the non-wireline block, Gencom, Inc., Metro-Mobile CTS, and Cellular Mobile Systems (CMS). CMS, owned by Graphic Scanning Corp., has applied for every one of the top-30 markets. Anyway, one of the transmitters in CMS's application was to be at 7840 El Cajon Blvd. This happens to be the location of the San Diego FCC Field Office and they don't appear to like that. They said that equipment at that site is used to "resolve interference problems, perform enforcement duties and other important activities". CMS was given 15 days to find a new potential base station site for that cell and amend their application.

Reed Darsey (A1-022) sent me an article from the Mobile Press Register. It concerns the raid on a local marine sales and service company by US Marshalls and engineers of the FCC. 53 radios worth approximately $39,000 were seized, evidently as part of an effort by the FCC to crack down on illegal radio use by ships in the Gulf of Mexico. The article said the radios were used on frequencies authorized for use by "taxicabs, local telephone, police and fire departments". (These guys have got guts!) Numerous complaints had been made by police departments and other authorized users.

Next month: the "new format" FCC Rules from the Govt. Printing Office.

FEDERAL GOV'T and ★ MILITARY ★

Send all Federal Government and Military frequencies (including those of military aircraft), radio system details, and related questions to:
Dennis Biagioli, 607 W. Pleasant Ave., Villa Park, IL 60181

Sensitive frequencies will not be published. Coast Guard material must go to the VHF Marine editor.

Welcome to the first issue of 1984. I certainly hope all of you made it through the Holidays in fine shape. Remember, sitting around with a scanner is a great cure for too much celebrating. Nice and peaceful -- until the local pager causes the loudest intermod you've ever heard. Oh, what a headache!

J. E. SAUER, a non-member who was reading a friend's June issue, saw the material regarding Wright-Patterson Air Force Base and sent along the following update "in the interest of accurate reporting and the dissemination of public information."

GROUND CONTROL	121.8	335.8	
TOWER	126.9	236.6	289.6
DAYTON APP CON	118.85	327.1	
ATIS (local weather)		115.2	269.9
METRO (weather guesser)		344.6	
PTD (base ops)	122.85	372.2	

He has doubts that 126.7 and 289.4 are currently in use.

Also, he adds:

> Just a note of interest. Some older military aircraft and some modern fighters contain only UHF receivers. So, many times the ATC facility will broadcast over UHF and VHF frequencies simultaneously. You can imagine the mess this creates in busy airport terminal areas since the big civilian jets carry only VHF transceivers, and were talking to the same controller.

TERRY BUZZARD (HI-003) sent the following from the land most of would rather be in at this time of year, beautiful Hawaii:

The following is some detailed info on the Pearl Harbor Base Police and the Naval Regional Medical Center and some of the surrounding Federal istallations around my area.

Pearl Harbor Base Police F-1 141.975
F-2 142.625

LINEMAN UNITS ARE THE DOD POLICE WHICH PATROL THE HOUSING AREAS AND ALL THE MILITARY INSTALLATIONS CONNECTED WITH THE NAVY IN THIS(PEARL HARBOR) AREA.

LINEMAN 100- Security at Navy Exchange

DELTA UNITS- SHORE PATROL FOR NAVSTA.

- DELTA 4's- UNITS WHICH RIDE IN THE VANS
- DELTA 5's- DOG TEAM FOR SEARCH AND DRUG DETAILS
- DELTA 6's- TEMP. SHORE PATROL FROM THE SHIP AND COMMANDS STAND-PATROL AT THE ENLISTED MANS CLUB.

BREWSTER UNITS- MARINE GUARDS AT CINCPACFLT AND THE GATES AT P.H.

OSCAR UNIT- NAVAL STATION OOD

CODES USED BY THE P.H.B.P.AND SHORE PATROL

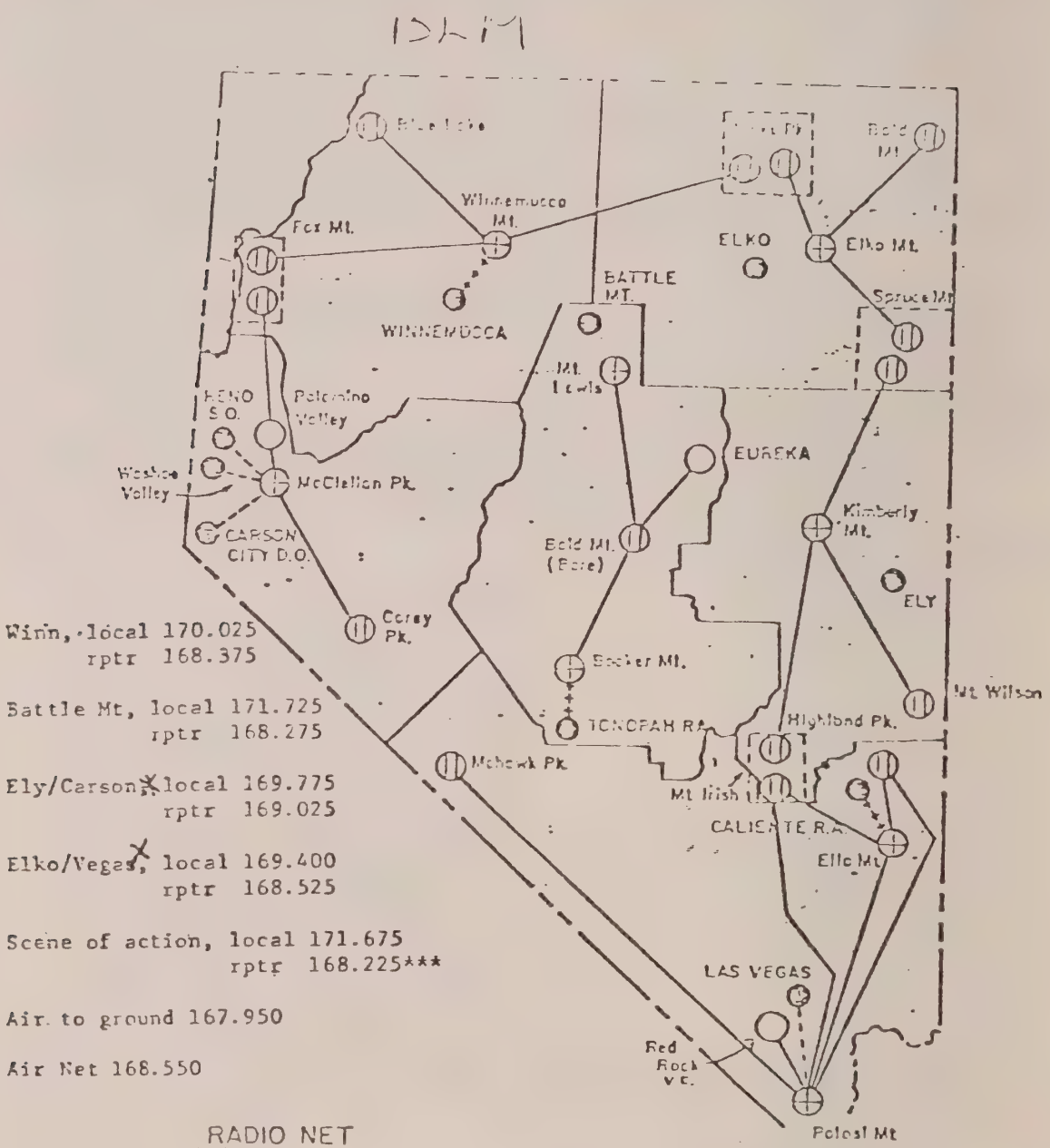
10-1	RETURN TO THE STATION	CODE 1- AT YOUR CONVIENCE
-2	CALL ME AT_____	CODE 2- ROUTINE CALL
-3	MEET ME AT_____	CODE 3- RED LIGHT/SIREN
-4	OK	CODE 5- STAKE OUT
-5	LOCATION	CODE 10 CAR THEFT
-6	REPEAT YOUR LAST	CODE 19 FIGHT IN PROGRESS
-7	ON THE SCENE	CODE 20 BURGLARY IN PROGRESS
-8	ON PATROL	CODE 21 ARMED ROBBERY
-9	OFF THE AIR	CODE 22 SEX RELATED CASE
-10	REQUEST AMBULANCE	CODE 22A SEX CASE IN PROGRESS
-11	FIRE AT_____	
-12	RESTROOM BREAK	NAVAL REGIONAL MEDICAL CENTER (NRMC)
-14	LUNCH/DINNER	F-1 PRIMARY 138.970
-16	CANCLE YOUR LAST CALL	F-3 SECONDARY 162.625
-17	ESCORT TO BANK	ALL 10 SERIES UNITS ARE NRMC P.H.
-18	NIMITZ GATE	ALL 20 SERIES UNITS ARE NRMC B.P.
-19	EMO CLUB	30 IS FORD ISLAND.
-99	BOMB THREAT	MEDIVAC TO TRIPLER AMC IS 36.500

FEDERAL FIRE DEPT. FOR ALL THE OAHU, HI AREA
F-1 141.000
F-2 138.800
HICKHAM AFB FIRE 173.260
CRASH 173.560
BARBERS POINT NAS CRASH 149.025
WHEELER AFB CRASH 141.475

NOW FOR SOME MISC AREA FEDERAL FREQUENCIES.
FT. SHAFTER MILITARY POLICE 139.155 THE OTHER FREQ I HAVEN'T FOUND YET
HICKHAM AFB...ENFORCEMENT 163.465 TRAFFIC 164.200
WEST LOCH MAGAZINE 140.275
BELLOWS AFB AP'S 163.515
KANOEHE MARINE CORP AIR STATION CH.1 161.650 CH.2 162.150
PEARL HARBOR BRIG 150.145
FLEET INTELLENGENCE CENTER 142.025 (VERY SLOW ACTIVITY)
PEARL HARBOR CONTROL FOR THE SHIPS IN P.H. 156.470
WATER TRANSPORTATION AND HARBOR PATROL 148.745

Federal Govt/Military continued
PUBLIC WORKS CENTER 148.320
PAGING FOR VIP DRIVERS 163.485
THAT'S IT FOR NOW AS I AM GETTING READY TO MOVE TO THE NORFOLK, VA. AREA COMPS OF THE US NAVY.....

FRED RICHTER (NM-005) sent along an interesting item, a U.S. Department of the Interior, Bureau of Land Management, NEVADA RADIO SYSTEM map.



Winn, local 170.025
rptr 168.375

Battle Mt, local 171.725
rptr 168.275

Ely/Carson, local 169.775
rptr 169.025

Elko/Vegas, local 169.400
rptr 168.525

Scene of action, local 171.675
rptr 168.225***

Air to ground 167.950

Air Net 168.550

RADIO NET

- LOCAL BASE STATION
- REMOTE BASE STATION
- REPEATER STATION

STATION CONTROL

- CONTROL STATION
- – – – CONTROL CIRCUIT RADIO
- + + + + CONTROL CIRCUIT "LAND LINE"
- *** Portable Repeater only

U. S. DEPARTMENT OF THE INTERIOR BUREAU OF LAND MANAGEMENT	
NEVADA RADIO SYSTEM	
DESIGNED	RECOMM.
DRAWN	RECOMM. CHIEF, DIV. OF ENG.
CHECKED	APPROVED
SCALE	
DATE	SHEET OF
DRAWING NO.	

JEFF SHINN (ID-010) poses a question. He reports hearing a conversaton on 130.400 from a military plane talking of a departure from one AFB and a destination of another one. His question is, what is a military plane doing on what is usually an AIRINC frequency? We have heard other reports of military planes on "civilian" frequencies. Anyone know definitely what the policy is here?

JAMES SCHNOOR (MN-???) noted "the following frequencies in a UH-1H "Huey" Army National Guard helicopter on display August 6, '83, at the Confederate Air Force Show at Holman Field, St. Paul. MN":

1) 254.3	11) 319.2
2) 257.8	12) 323.1
3) 257.6	13) 360.7
4) 255.4	14) 363.0
5) 284.7	15) 380.2
6) 335.5	16) 242.4
7) 338.2	17) 255.8
8) 350.3	18) 241.0
9) 269.2	19) 342.5
10) 284.6	20) 348.6

The radio call listed was 0-16436. He was also told by a pilot that the statewide Minnesota Army National Guard frequency is 49.650.

Our thanks to all the contributing members for their sharing this month.

As this is being written, I am preparing for a trip to Washington, DC, with 215 eighth grade students of the junior high that I teach in. As part of my "homework" for that trip, I have taken the two unclassified lists of Federal frequencies and combined them. Below are the frequencies found on those lists between 406 and 420 mHz. The abreviations following the frequency are as follows:

AF	- Air Force
AR	- Army
CG	- Coast Guard
DOE	- Energy Dept.
FAA	- Fed. Aviation Admin.
FHBB	- Fed. Home Loan Bank Board
GAO	- General Accounting Office
GPO	- Gvt. Printing Office
GSA	- General Services Admin.
HHS	- Health & Human Services Dept.
I	- Interior Dept.
ICC	- Interstate Commerce Comm.
S	- State Dept.
L	- Labor Dept.
LC	- Library of Congress
NG	- Non-Government
OTA	- Office of Technol. & Assess.
TRAN	- Transportation Dept.
USTC	- U.S. Tax Court
VA	- Veteran's Admin.

All following are located in the District of Columbia:

407.2000	S	WASH. KHA201	408.1250	LC	WASH.
407.2250	AR	WASH.	408.4750	L	WASH.
407.3000	AR	FT. MCNAIR	409.0250	DOE	WASH. KMG316
407.7000	HHS	WASH.	409.0500	I	WASH. KFB763
408.0500	HHS	WASH.	409.1000	OTA	WASH.
408.1000	S	WASH. KIY871	409.1250	L	WASH.

Federal Govt/Military continued

409.2000	ICC	WASH.			
409.2375	CG	WASH.			
409.3250	VA	WASH.	KNA204		
409.4000	USTC	WASH.			
409.4000	GAO	WASH.			
409.4000	FHBB	WASH.			
409.4875	FAA	WASH.			
409.5500	I	WASH.			
409.6250	S	WASH.	KHA201		
409.6500	I	WASH.			
409.7000	S	WASH.	KIY871		
409.7500	I	WASH.	KID733		
409.8500	I	WASH.	KIE731		
409.9250	AR	FT. MCNAIR			
410.0000	AF	BOLLING			
410.2000	GPO	WASH.			
410.2500	FAA	WASH.			
411.4000	LC	WASH.			
411.6250	I	WASH.			
411.7250	I	FT. RENO	KIE799		
411.8250	I	WASH.	KFB763		
411.8250	I	WASH.	KFB769		
411.9250	I	WASH.	KFB769		
413.2250	AR	WASH.			
413.4250	HHS	WASH.			
413.4750	AR	WASH.			
413.8750	GSA	WASH.	KPA612		
414.3250	VA	WASH.	KNA204		
415.2000	GSA	WASH.	KPA621		
415.4500	GPO	WASH.			
416.1250	I	WASH.			
416.8625	NG	WASH.			
416.9725	NG	WASH.			
416.9875	NG	WASH.			
417.2000	GSA	WASH.	KPA621		
419.1250	TRAN	WASH.			
419.6000	HHS	WASH.	KMB860		
419.9750	TRAN	WASH.			

Hope you have a good month. While you're sitting around being bored, why not sit down and sort out that list of frequencies you pinned down on your last vacation and sent them along. We can't have a column worth reading if there is no input from you! I'm still waiting for all those lists of our National Parks freuuencies. Let's get a good directory going for Summer publication. How about it??

73's -
Denny

International

This column is for reporting two-way communications frequencies above 30 MHz, radio system details, monitoring experiences, and any other information relating to monitoring in countries other than the United States and Canada. Send to: Rickey Stein, 456 Barrymore Place, North Brunswick, NJ 08902.

I have a number of articles from members relating to new systems being installed around the world. Let's look at these new systems this month.

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MOTOROLA AWARDED AUSTRIAN CONTRACT: Motorola has been selected to provide the cellular switches plus associated radio infrastructure and control equipment for the new Austrian National Mobile Telephone System.

The 'heart' of the system is the EMX (Electronic Mobile Exchange). One digital EMX switch will be located in the capital city of Austria, and the other in Salzburg. The "C" system, as it is called, operates in the 450MHz. band and will serve up to 30,000 subscribers (cellular).

The EMX equipment specified in this award is the same as now being supplied to the U.S. Cellular markets.

Radio Communications Report 12/82

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PYE WINS UK CONTRACT: Pye Telecommunications Ltd. has announced a contract to supply sophisticated mobile communications equipment to the Northwestern Regional Health Authority.

The equipment will replace a dated radio communications system in over 400 ambulances and in all divisional control centers in Lancashire and Greater Manchester.

Recent innovations,from full selective calling and status coding to priority call stacking, are incorporated in the new system. These features will improve efficiency and speed of response to emergency call.

Pye's latest synthesized mobile radio will be installed in over 400 of the region's ambulances. The 16 channel VHF FM sets feature high technology in rugged but lightweight compact units with built-in flexibility for any future system expansion. The controls are illuminated for night driving and can even be operated with gloved hands in winter conditions.

The new equipment will be installed over a 3 year period with the first phase due for completion this past March, 1983. RCR 1/83

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MILLICOM-RACAL WIN UK CELLULAR LICENSE: Millicom and partner Racal of England have been chosen by the British government to operate one of the two national cellular radiotelephone systems in the U.K.

The 900MHz, nonwireline, cellular system is expected to achieve partial national coverage throughout England, Wales and Scotland by 1985. By that time the system should have 75 cells constructed with switching centers in Edinburgh, Birmingham and Newcastle. It is estimated that by 1990, the UK will have 940 cells, 244 remote switches, and potentially 140,000 subscribers.

Construction of the system will begin this year, with London operational by 1985.

RCR 1/83

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The good reputation of the emergency systems used on Germany's motorways has increasingly led to their introduction by other countries. Siemens AG has already set up emergency call boxes in Egypt, Argentina, Denmark,Kuwait, and Austria. With more than 600 boxes, Austria has the most extensive network after West Germany where 8,000 units are in operation. The Mitterberg tunnel route which was recently equipped with a system is typical. The state of operational readiness is indicated by the continuous illumination of a lamp located at the top of the call box; a flashing light indicates danger. The method preferred by the Austrian engineers to indicate the origin of an emergency call is different from the dual-tone multifrequency method used in Germany. In the Austrian version,a binary coding procedure activates the LEDs in the central station.

Communications News 6/83

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A multi-million pound Algerian communications contract has been awarded to Pye=Telecommunications. The contract was awarded by the state-owned Algerian electricity and gas combine Sonelgaz.

Pye will supply a country-wide telecommunications system that will allow the utility's 26,000 employees to keep in touch on a 7-channel radio system. To provide such a nationwide radio network, covering vast areas of thinly populated desert, the authority has organized the system on the basis of 83 repeater stations with their own associated portable and vehicle mounted 2-way radios. Delivery of the units begins in July 1983 and will completed in the early summer of 1984. Communications News 6/83

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Thanx to Michael Scheel and Carl Guse for the above info.

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One of the real pleasures in this hobby is being able to meet with other people and to share and compare notes with others who enjoy monitoring. From time to time, I've met with other RCMA members from the local NYC

area and have corresponded with and at times have met with members from around the country as they passed thru the area. It's not often, however, that I get the opportunity to meet some of our international members face to face. I had just such an opportunity about 6 weeks ago when our Indonesian member Yoop Koesman came thru the area.

Yoop, who is no stranger to the US, has been here a number of times. This time, on his return from Europe, we were able to get together for a most enjoyable evening, over some delicious Chinese food. We shared and exchanged more than just radios and monitoring. There was a personal interchange not available thru letters and cassette tapes. It was truly a most exciting and satisfying evening.

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For those of you fortunate enough to be able to travel, we have members in a number of countries around the world. Let me tell you from personal experience, there is nothing that can make a vacation trip unique as having a friend in that foreign country. You get to experience a side of life that the average tourist never sees, and only dreams about. Think about contacting one of our members before you leave.

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FOR SALE: We have a couple of US Microfiche sets (copies) available. These sets include:

Tower File 6-1-83
State File
Name File — all Jan/Feb 83
Frequency Master File

a total of 601 cards for $125.00 (includes UPS and insurance). If you've been thinking about microfiche- this is a good buy. If you order these on your own, they would cost more than $300- and with the government putting the classified lids on everything, these could very possibly be the last set put out by NTIS. According to NTIS, they don't 'own' the information, the various agencies involved do. And everyone is tightening up. Think about it.

•••• TILL NEXT MONTH PIRE

;-)

George Montross CAFR001 38797 Road 28, Kingsburg, CA 93631 writes us and indicates he would like to meet some RCMA members in his area. George started monitoring just after WWI, with a "piece of zink ore, and a Cat Whisker". Since then he has move with the technology to a BC-250. He just turned 80 years young and is looking forward to more scanning.

Robert A Leary OH 093, President of Galaxy Electronics, Box 1202-67 Eber Avenue, Akron Ohio, 44309, has sent us the most interesting catalog we have seen in a long time. It is an eye catching green, professionally laid out, and offers many items to the radio hobbiest. Including the new Regency MX-7000, HX-3000 scanners. He sells at a discount from the list price but no prices yet on the new scanners. He does mention a 3/84 date on the MX-7000. The catalog is $1.00 refundable on the next order.

The catalog is probably worth a buck just to have such a wide varitey of comparative prices. His prices are just about as low as any I have seen; coupled with the fact all prices include shipping and Galaxy's staff test each item before shipping it may make it quite a bargin. All books are shipped first class with other items going UPS.

J.R. Clark CAOR078

photo department

Send photographs of custom monitor listening posts, unusual or extensive monitor or two-way antenna systems, user station consoles (PD, Fire, Paramedics, etc.) or other monitor/two-way related equipment of interest. Photographs must be 3 x 5 inches or larger, black-and-white with good contrast, sharply focused and attractively composed. Each photo must be accompanied by details and explanations of equipment. Photos will not be returned. If you have questions, write first and please include an SASE. Send photos or write to:

Hugh Stegman, 11622 Exposition Blvd., #2, Los Angeles, CA 90064

HAPPY HOLIDAYS FROM THE PHOTO DEPARTMENT!

In the "Below 30 MHz" column of the August, 1983 RCMA Newsletter, Bob Horvitz quoted from an article in The Rising Nepal concerning the erection of a large HF antenna for airline ground communications from this remote country. Now, thanks to Charles Chenery (NZ - 001), we have pictures of this being done.

The antenna is a log periodic array made by Hagenuk of West Germany. Seeing it resting atop the Nepal airport terminal building gives us a good indication of its true massiveness. Actually, this model is listed by Hagenuk as the "reduced size version" - ONLY a 36-foot boom! Just the thing for apartment SWL's. Gain is listed as 9 dB from 6.2 to 12 MHz, and 13 dB to 30 meg.

A helicopter was used to position the array on its high torque rotator, itself the size of an orange crate. Lufthansa Airlines put it up as part of an aid program, with financing from the German Federal Republic. High power SSB voice is used, and this should be a great aid to air travel, not to mention a prize DX catch. Thanks to Charles for some remarkable shots.

Old & New

The older of these two Idaho State Police units is a 1947 Chevrolet Fleetline coupe. It was nicknamed "The Skunk", according to Casey Crookham (OR - 054), who photographed it and its modern counterpart at the Boise Interagency Fire Center open house. The modern car is a Plymouth Gran Fury. ISP now dispatches on UHF, but Casey is wondering if any old-timers would remember what low band frequencies were used by The Skunk and his partners. I'll pass along any info I get.

Casey does his monitoring from the breakfast nook, on Regency and SBE Opti-Scan radios. Note the Seaco microfiche reader, and the local sheriff's codes hanging from the microwave oven.

A very happy new year from NV6H (my last call for a while - I promise). '84 is gonna be a good one.

Public Safety

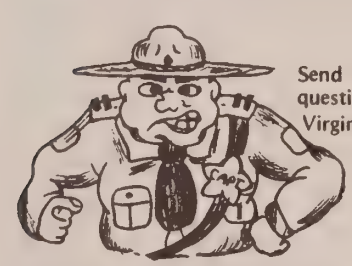
This column is for reporting Public Safety and Special Emergency frequency information, radio system details, radio codes, dispatch areas, unit numbering systems, etc. for police; sheriff, fire, forestry (except USFS), fish and game, highway patrol, state police, prisons, prisoner work camps, local government, highway & street maintenance, port authority/bridge maintenance, animal control, ambulances, paramedics, hospitals, life guards, ski patrol, search & rescue, flood control, civil defense and disaster organizations. Input and questions for this column must be sent to the proper regional Public Safety editor listed below.

STANDARD TEN SIGNALS

The RCMA recognizes that most Public Safety Departments use "ten signals" as a part of their standard communication procedure. Our editors will not print the more common signals, which are listed below, but will note additions and differences when listing a departments "ten signals". By not having to print the below listed signals repeatedly, we will save valuable space for additional data. Only differences and additions to this listing will be noted by editors. Please refer to this listing when monitoring. Any corrections or additions will be noted during coverage by the editor.

10-1	Receiving poorly	10-33	Emergency
10-2	Receiving well	10-36	Correct time
10-3	Stop transmitting	10-41	Beginning duty tour
10-4	Okay, acknowledgement	10-42	Ending duty tour
10-5	Relay	10-43	Information
10-6	Busy	10-50	Accident (F, PI, PD)
10-7	Out of service	10-51	Wrecker needed
10-8	In service	10-52	Ambulance needed
10-9	Repeat	10-55	Intoxicated driver
10-13	Weather / Road conditions	10-56	Intoxicated pedestrian
10-18	Quickly	10-57	Hit & run accident (F, PI, PD)
10-19	Return to ----------	10-70	Fire alarm
10-20	Location	10-71	Advise nature of fire
10-21	Call ------- by telephone	10-72	Report progress of fire
10-22	Disregard	10-73	Smoke report
10-23	Arrived at scene	10-74	Negative
10-24	Assignment completed	10-76	Enroute
10-25	Report in person to ---------	10-77	Estimated time of arrival
10-27	Drivers license information	10-82	Reserve lodging
10-28	Vehicle registration information	10-88	Telephone number of ------
10-29	Check for wanted	10-99	Wanted / Stolen is indicated
10-30	Unnecessary use of radio	10-0 / 10-100	Use caution

PUBLIC SAFETY — SOUTH EAST:



Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Florida, Georgia, N. Carolina, S. Carolina, W. Virginia, and Virginia:

William Mauldin, 2268 N.W. 30th Rd., Boca Raton, FL 33431

This month I talked with some of the fire officials with the City of Miami, and since we published the Listening Guide for the Orange Bowl last month for those of you planning to visit down this way, here are some additions for the listing:

FIRE DEPARTMENT, CITY OF MIAMI:

Channel "A"	453.100 MHz	Fire Department Dispatch
Channel "B"	453.150 MHz	Fire Ground Communicatons
Channel "C"	453.200 MHz	Fire Ground and Administration
Channel "D"	453.425 MHz	Fire Rescue Dispatch
Channel "6"	453.550 MHz	Orange Bowl Events, Etc.

Should you plan a trip to South Florida, the December 83 edition should give you very comlete information for monitoring the police and fire down this way. As noted last month, if you have any corrections, do send them along for next years listing.

FLORIDA DIVISION OF FORESTRY

The Florida Division of Forestry is a part of the Florida Department of Agriculture and Consumer Services. The FDF is divided into "districts" within the State of Florida. Each field division is served by a communications system consisting of a base station, lookout tower stations, mobile units, and radio equipped aircraft. Anyone who visits Florida and exceeds the speed limits will quickly find out that Florida is big on aircraft! (The Florida Highway Patrol uses lots of aircraft enforcement, transmitting on 154.920 MHz.) FDF base stations are equipped with a three frequency transmitter and three seperate receivers, allowing the unit to listen on three channels at the same time. The units are set-up as follows:

A.	159.300 MHz Aircraft & Administartive	Single channel trans/rec
B.	159.270 MHz transmit / 159.330 MHz receive (two freq simplex)	Mobile Units
C.	159.330 MHz transmit / 159.375 MHz receive (two freq simplex)	Towers
D.	159.360 MHz transmit/receive Florida Georgia intersystem frequency	

Supervisory mobile radios are four channel transmit and receive units with scanning capability, and the radios are setup as follows:

Channel 1	Trans/Rec 159.300 MHz, Administration & Aircraft use.
Channel 2	Trans/Rec 159.390 MHz, Campaign Fire Channel
Channel 3	Trans/Rec 159.270 MHz/159.330 MHz, General Base/Mobile use.
Channel 4	Trans/Rec 159.330 MHz, Mobile simplex use.

Standard mobile radios are two frequency transmit and single frequency receive. In position of F2, the mobile unit will transmit to the base on 159.270 MHz and will receive on 159.330 MHz. In F1 position, the mobile will transmit and receive on simplex frequency 159.330 MHz.

Standard fire watch towers will transmit to the assigned base station on 159.375 MHz and will receive the base dispatcher on 159.240 MHz. (Note: ALL tower radios in the State of Florida use the same call sign, KQG752.) Many fire watch towers, because of their remote locations, are set up as relay stations also. These relay stations are equipped with two frequency transmitters and two frequency receivers, transmitting to the base dispatcher on 159.375 MHz, to mobile units on 159.330 MHz, and also receiving simultaneously on 159.240 MHz and 159.270 MHz.

Each aircraft is equipped with a two frequency transmitter and two frequency receiver. In F1 position, the "aircraft mobile" will transmit to and receive ground mobiles on simplex channel of 159.330 MHz. In F2 position, the aircraft will transmit to and receive the base stations and other aircraft on base frequency 159.330 MHz. "Aircraft mobiles" do not receive simultaneously on both frequencies.

Handheld radios operate on regular mobile radio channels noted above. For use in investigation and surveillance operations, several portables can also operate on the campaign fire channel of 159.390 MHz.

DIVISION OF FORESTRY: Summary of frequency assignments:

159.270 MHz	Mobile to Base Dispatcher
159.330 MHz	Base to mobile, mobile to mobile
159.300 MHz	Base to Base, Administrative and Aircraft channel
159.375 MHz	Fire Watch Tower to Base Dispatcher
159.240 MHz	Base Dispatcher to Fire Watch Towers
159.360 MHz	Florida / Georgia Intersystem frequency
159.390 MHz	Campaign Channel, surveillance operations

PLANNED EXPANSION: The Division of Forestry shows several additional listings in the FCC files, 159.225 MHz - 159.285 MHz - 159.450 MHz, but these frequencies are not in use at this time. There are problems with frequency congestion during peak forest fire periods. Planned frequency additions noted above are not in use as this is article is printed.

CODES AND SIGNALS: The Division of Forestry uses standard "ten signals" in dispatching, however, here is a listing of the "dispatch signals":

Signal 1	FIRE (Give location)
Signal 2	All Clear
Signal 3	Legal Fire, no action is required
Signal 4	Can take care of fire
Signal 5	Fire under control, beginning mop up operations
Signal 6	Fire dead out
Signal 7	Unable to comply (give reason)
Signal 8	Need help on fire (describe equipment required)
Signal 9	Proceed to (give location)
Signal 10	Radio test

ID number assignments require that the number used correspond to the district that the unit

works. An example of this would be..."Gainesville 54 to Gainesville". The transports for the tractors normally have even numbers, and the next highest number is the tractor rig. "Gainesville One" would be assigned to the district forester for Gainesville. "Gainesville 18" would, for example, is assigned to the Forest Investigator for the Gainesville District. Aircraft usually have a call sign with title of "Fire Control", and example would be "Fire Control 91" is the aircraft for Gainesville District. Cooperators, landowners and VFDs that have Division of Forestry radios use ID numbers that correspond to their organization or business. Examples of this would be "GP-710" = Fire control personnel working for Georgia Pacific Corporation; "OI-86" = Owens Illinois Paper Company; "Jones 1" = Joe Jones, a landowner with DOF radio; "Southeast 1" = Chief of the county's southeast VFD.

Locations of fires are normally given in "S", "T", "R"... This is the "section", "township", and "range". This is the legal description of the land within one square mile. The tower watchers call in an azimuth reading and distance when they sight a fire from their tower. The location is crossed out on a map that shows "S", "T", and "R".

FLORIDA GAME AND FRESH WATER FISH COMMISSION

Some correspondence this month from one of the members notes some interesting things about the Florida Game & Fresh Water Fish enforcement systems. The Commission probably does more to conceal their operating frequencies than any other enforcement agency in the State. Most FCC listings will show the "rabbit troopers" as operating on frequencies in the 151 MHz range. The frequencies in this range are accesses to wide area repeaters for direct mobile to mobile operation and for direct contact when a mobile is close to a dispatch office. There are seven dispatch offices in the State. However, for enforcement purposes, the communications often take place on frequencies such as 160.140 MHz and 161.445 MHz. In fact, these are the exact frequencies of enforcement repeaters in use. Interesting, isn't it! These frequencies are actually assigned to truck motor carriers and a railroad channel! The 160.140 MHz and 161.445 MHz repeaters are accessed with thumb wheel tone encoders that transmits three touch-tone sounding tones to bring up and shut down the enforcement repeaters. When monitoring the system, you will not hear the touch-tone unless you catch the mobile on the repeater input, but you will hear the mobile on the repeater output when he shuts the repeater down.

The Florida Game & Fresh Water Fish Commission has the following offices and dispatch centers: Administration in Tallahassee; Northwest Region Office in Panama City; Northeast Region Office in Lake City; Central Region Office in Ocala; South Region Office in Lakeland; Everglades Region Office in West Palm Beach. The regional dispatch offices all have new General Electric Command and Control consoles, as well as a FCIC / NCIC computer teletype terminal.

Members are urged to send in local monitoring reports for updates on this system.

FLORIDA BUREAU OF DISASTER PREPAREDNESS

The Bureau of Disaster Preparedness is soon to be renamed Bureau of Emergency Management for the State of Florida. The Bureau's State Emergency Operating Center is located at 1720 South Gadsden Street in Tallahassee. The state also maintains four (soon to be six) area emergency operating centers... WEFA (West Florida Civil Defense) located in the basement of the County Courthouse in Defuniak Springs; NOFA (North Florida Civil Defense) located at 830 Edwards Road in Starke; CEFA (Central Florida Civil Defense) located at Huey Street & SR 44A in Wildwood; and SOFA (South Florida Civil Defense) located at Jonathan Dickinson State Park in Jupiter. At present, these Civil Defense offices are open 9 AM to 5 PM, Monday thru Friday. During times of civil emergencies, they are well manned around the clock for the duration of the emergency. WEFA and CEFA operate on 39.180 MHz. NOFA and SOFA operate on 39.100 MHz for intercounty communications. These stations conduct roll calls of their assigned counties each morning at 0900 for system checks. Each office has the capability of operating on either of these listed frequencies with a search receive in their center. The area offices have high power base stations and each county has a base and at least one mobile, with few exceptions.

Mobile communications vans are stationed at SOFA and CEFA and can be moved to any location within the state as needed. Each van has a radio which can operate on every state operated radio system within the state. For example, the van can communicate directly with the DOT, GFC, FMP, FDLE, HRS, FHP, and DOF as well as intercity (155.370 MHz) and police emergency channels, amateur frequencies, plus state and local government channels! They also can operate on regular mobile telephone frequencies, and have facilities for long line telephone connections. The Bureau is expecting delivery of their "Operation Secure" low frequency radio (3 MHz) under the new FCC plan for long range communications. This will allow SSB communications on "shortwave" between Tallahassee and the Region F.E.M.A. Office in Thomasville, GA, as well as other points. The area offices also have communication radios on all state channels and are linked with RTTY (Radio Teletype) hard copy systems. Area Offices also have weather teletype and a nationwide phone system (NAWAS). As this article is written, the reporting RCMA member advises that plans are under way to have six area offices, and also to divide SOFA into SOFA West and SOFA East because of the large population areas considered. Remember! YOU READ IT HERE FIRST! (I give this reporting member an "A"! Thanks much!!)

MONITORING FLORIDA'S STATE ATTORNEYS

The following is a partial listing of the frequencies used by the State's Attorneys Office.

Pensacola	1st Circuit Office	460.150 MHz	Repeater
Tallahassee	2nd Circuit Office	460.075 MHz	Repeater
Bradford	3rd Circuit Office	155.070 MHz	Repeater
Pasco County	6th Circuit Office	453.150 MHz	Repeater
Gainesville	8th Circuit Office	154.725 MHz	Repeater
Lakeland	10th Circuit Office	45.360 MHz	Simplex
Sarasota	12th Circuit Office	155.025 MHz	Simplex
Tampa	13th Circuit Office	155.535 MHz	Simplex
Panama City	14th Circuit Office	460.350 MHz	Repeater
Washington County	14th Circuit Office	460.350 MHz	Repeater
Vero Beach	19th Circuit Office	155.700 MHz	Repeater
Ft. Pierce	19th Circuit Office	155.700 MHz	Repeater

(Editors Note: From the information obtained, all other State's Attorney units are dispatched on the regular Florida Highway Patrol frequencies - F1 154.665 MHz. F2 154.680 MHz, F3 154.695 MHz, F4 154.920 MHz (simplex freq), and statewide base (45.060 MHz).

MONITORING FLORIDA'S UNIVERSITIES

University of Florida Police	Gainesville	460.225 MHz	Repeater
Florida Intl. University	Miami	470.9125 MHz	Repeater
University of North Florida	Jacksonville	453.975 MHz	Repeater
University of West Florida	Pensacola	460.225 MHz	Repeater
University of South Florida	Tampa	158.730 MHz	Repeater
Florida A & M University	Tallahassee	154.085 MHz	Simplex
Florida State University	Tallahassee	154.725 MHz	Repeater
University of Central Florida	Orlando	155.700 MHz	Repeater
Florida Atlantic University	Boca Raton	155.985 MHz	Simplex
University of South Fla at St. Petersburg		158.730 MHz	Repeater

(Editors Note: Remember, some University PD's share the frequency with local PD's, and/or can be dispatched by CDC's (Central Dispatch Centers).

MONITORING INDIAN RIVER COUNTY AREA, FLORIDA

by: Eric, AZ-003

Eric, AZ-003, sent this information in some months ago. This is the first space I have had available for the excellent coverage of Indian River County, Florida! (Thanks Eric!)

Vero Beach Police	Primary Dispatch	155.070 MHz, Repeater
Vero Beach Police	Car to car & info	155.910 MHz, Repeater
Vero Beach Police	(use not listed) 155.670 MHz, Repeater	

(Unit indentification numbers are the officers badge numbers.)

Indian River Sheriff	Primary Dispatch. (f1)	154.860 MHz, Repeater
Indian River Sheriff	Mutual Aid) (f3)	154.950 MHz
Indian River Sheriff	OCB (?) (f4)	154.815 MHz

(Unit identification numbers for the Sheriff's Office: 100 series - Civil & Animal Divisions; 200 series - Administration & Supervisors; 300 series - Criminal Investigation; 400 series - Vice & Organized Crime Div; 500 thru 800 - Uniform Division; 900 Communications Div.)

Indian River Fire	Fire dispatch	154.415 MHz
Indian River EMS	Dispatch (Channel 9)	462.975 MHz, Repeater
Indian River MED	Standard Med Comm.	463.075 MHz & 463.175 MHz

St. Lucie County	Sheriff Dispatch Primary	155.790 MHz, Repeater
St. Lucie County	CDC, Ft. Pierce Police	155.640 MHz, Repeater
St. Lucie County	DVP Tactical Channel	460.075 MHz, Repeater
St. Lucie County	DVP Tactical Channel	460.425 MHz, Simplex
St. Lucie County	Ft. Pierce PD car to car	155.895 MHz
St Lucie County	Ft. Pierce PD, (f3)	154.950 MHz

(Note: 155.370 MHz is the Florida statewide Inter-agency frequency, and it is used by these departments. Also, the standard FLORIDA SHERIFF'S ASSN. ten signals and dispatch codes are used by these departments. These signals have been printed in recent months.)

FINAL COMMENTS: Special Thanks to... Larry, FL-130 for his special assistance! Next month, we have a nice listing for Huntington, West Virginia and an update from Joe, MD-015, regarding the Sheriff's Department in Hillsborough County FL. I have been asking for updates and information from the following areas: Fayetteville NC; Raleigh NC; Asheville NC; Columbia SC; Myrtle Beach SC; Greenville-Spartanburg SC; Charleston WVA; Roanoke VA; Greater Norfolk VA; updates from Atlanta GA; and any other information you may have on your city, county or state fire and police agencies as well as EMS. I would also like to do an article on airport security police, any state enforcement agency for your state, and starting in March, we will start reviewing all state police and highway patrols in this monitoring area. North Carolina will be first, so send in any information you have available!

The new edition of the ARRL NET DIRECTORY is now available. Listing over 1,200 public service nets by location and frequency, as well as many computer and maritime service nets, this revisied booklet is also packed with information on all the basics of traffic handling and net operations related to amateur radio. You may obtain a copy by sending a stamped, self--addressed envelope with $.88 U.S. postage to: ARRL NET DIRECTORY, 225 MAIN STREET, NEWINGTON, CT 06111.

RADIO SHOWS UPCOMING:

The Greater Miami Hamfest will be held at the Flagler Dog Track in Coral Gables on February 4th and 5th. This is the big one for South Florida and will have lots of new and old gear available. There is a general admission charge, but you are more than welcome whether you are a monitor buff or an amateur operator. The largest selection of radio and computer gear will be available on Saturday, but the best prices usually come Sunday. The major dealers from across the county will also be there with displays. I will attend, and hope to see you there! If you know of any upcoming events, send the information to me and it will be printed. Remember, this article is written 70 days prior to publication, so be prompt.

We covered quite a bit of Florida information this month. I don't like to devote an entire month to one state, but as of mailing time, I had not received anything from Virginia, North Carolina, South Carolina or Georgia. Even if you don't have but one or two listings, send them in! Everything goes into the computer and once we have enough for an article, we will print it. La Grange GA and Huntington WVA are upcoming soon!

Remember gang, this is a club! We must take an active part to make it work and enjoyable for all. I write this column each month for free, but it sure would be easier with your help, suggestions and contributions! All will be acknowledged and used! Best regards! Bill, FL-137.

WELCOME TO R.C.M.A. PUBLIC SAFETY-CALIFORNIA FOR JANUARY 1984!

Can you believe that. 1984! (remember the book called 1984? Oh well, I think most of us will survive!)

Since this is the January, 1984 issue of PS-CA, I thought that I might remind you of the greatest monitoring activities of the New Year. Last year (actually, it was this year -1983), I worked communications for the Tournament of Roses Parade. There is a great deal of radio communications traffic-more than enough to keep any Bearcat 250 or Radio Shack PRO-2020 hopping. First, I will list the frequencies used by Amateur Radio operators assisting the Tournament of Roses personnel in coordinating the Rose Parade. Then, I will list several of the best public safety frequencies in use to monitor.

Pasadena Tournament of Roses Parade

Amateur Radio Operations

F1	147.27	R	Amateur Radio Operations & Command--Primary
F2	145.30	R	" " " "
F3	145.52	S	Secondary & Float Convoys
F4	145.18	R	A.T.V. (Amateur T.V.) Camera Operations Intercom

Please note that F1 & F2 (not necessarily referred to as these F1, etc) are SIMULCAST frequencies. Both frequencies are normal RACES repeaters (L.A. Sheriff RACES), which are taken out of service for parade operations and re-installed on opposite ends of the City of Pasadena to provide full coverage for handheld operations. The repeaters also are taken down from their primary sites to prevent interference and jamming as much as possible. The two primary frequencies of 147.27 MHz. and 145.30 MHz. R, are used for traffic control, passing of various levels of information traffic, coordination and command plus general parade operations. Coordinated dispatching for amateur radio field units is referred to as "STATION ONE" on amateur radio frequencies. "STATION TWO" (or "TRAILER TWO") is the police liason trailer between the Pasadena Police Department, the Tournament of Roses and Amateur Radio operators working for the Tournament of Roses. Both of these facilities are located adjacent to Wrigley Mansion, aka the Tournament House.
Tournament of Roses Executive Officers may also be found using the following frequency operations. This channel is also controlled by STATION ONE, but by a second dispatcher. EXECUTIVE FREQ: 224.44 MHz R.

Pasadena Tournament of Roses Parade

Intra-Public Safety Agency Communications

FREQUENCY	MODE	CHANNEL	USAGE/PURPOSE
506.4625 MHz.	R	Pasadena PD F1	Normal police operations
506.6875	R	Pasadena PD F2	PRIMARY POLICE FREQUENCY for Rose Parade/Bowl Operations
39.48	BM	LA Sheriff "CHARLIE"	Prisoner vans/units/traffic
39.72	BM	LA Sheriff "EDWARD"	" " " "
39.32	BM	LA Sheriff "WILLIAM"	" " " "
42.34	BM	Calif. Hwy. Patrol "BLUE"	Traffic Control
154.905	HT	Calif. Hwy. Patrol "Extender F1"	Portables/Traffic
154.92	BM	CLEMARS - Police Mutual Aid (Also CHP Extender F2)	
153.89	BM	VERDUGO - Pasadena, Glendale, Burbank Fire Dispatch	

You might also want to check the January and February 1983 issues of RCMA Newsletter Public Safety-California for additional radio frequencies to monitor. Just a couple more of the good ones are:

Pasadena Local Government	155.955 MHz, 158.82, 458.425
Auto Club of So. Calif. (AAA)	150.92 MHz, 150.95
KMPC Radio Station-News gathering	450.75
KFWB " " " "	450.85
Tow trucks, security, etc.	151.625 MHz, 151.655, 151.755, 151.805
" " "	462.675 (PCC), 173.275, 173.375, etc.

Also try searching the 470 MHz. L.A.Sheriff UHF channels, (lots of portable radios out there last year!). Much 450 MHZ news media activity; remember, each TV station has crews with 2way radios, etc.! Don't forget to listen in on some of the adjacent cities police departments. Float convoys travel from Temple City (LASO 39.82/39.34), San Gabriel 154.845 (although new UHF system is in the works-someday!), San Marino 156.33, Arcadia 507.0625, South Pasadena 470.9875, Sierra Madre 158.73, Glendale 159.09, and of course, Pasadena 506.4625 MHz. You might want to search some of CalTrans' frequencies in the 47 MHz. area. Do you think I've given you enough to listen to? Well, listen for me, ERIC on 147.27 MHz. R or 145.30 MHz R. My amateur call is KA6IHT. Last year, I personally called in the IHOP (House of Pancakes) float fire, plus some other crazy activity. Oh well, it's all in a day's (and night's) work. My schedule last year was 1800 hrs. 31 Dec 82 to 1500 hrs. on 01 Jan 83. Short shift!. DON'T FORGET!! This year's parade is on MONDAY

JANUARY 2, 1984. (They don't have Rose Parades on Sunday-tradition).

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It happened. We (PS Calif. editorial staff) got a complaint that we were not giving equal time to northern California members. The same no. Calif. member also stated in his letter that there is a great deal more radio traffic in So. Cal. vs. No. Cal. & more police (LAPD, LASO & CHP) vs. San Francisco & San Jose PD in So. Cal. as opposed to No. Cal. We do try to be fair in printing articles throughout all of Calif. It just happens that most members are in the So. Cal. area, we are, and most of our info is from So. Cal. We need more input from No. Cal. When we get it, we do publish most, but not all. Some things are not proper, such as long listings of 10 codes. It is better to send us a list of the differences, rather than a 2 page list of codes which tend to be the same statewide. Many things received by us have been recently published, so there is no need to reprint it again so soon. (Reprints of back issues are available from the RCMA Secretary, 2831 Hermanos, Pasadena, CA 91107). We won't print things like phone numbers, addresses of police stations (PD's don't care to much for this), etc. If you want to send in a frequency listing, please type it according to the seven inch rule as listed on the inside cover of the Newsletter. Also, please do NOT write on both sides of the paper, we can't use it in the newsletter-we then have to retype everything which takes TIME! (By the way, I'm typing this at 2:45 AM because it's the only FREE time I have lately. One member suggested a northern California liason reporter; I have wanted this for a long time. (I do not feel that we need to split the State of California into 2 newspaper columns-look at all the other PS columns that have between 4 and 6 states each ! We in California have just one. If you have any input, comments, complaint or contributions, send them in. IF YOU WANT A RESPONSE, SEND AN S.A.S.E.!! Enough said.

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The attached map shows the reporting districts for the Los Angeles County Sheriff Lakewood Station.

COUNTY OF LOS ANGELES-SHERIFF DEPARTMENT
Lakewood Sub Station # 13

Radio Frequency # 12

Base	39.64	KMA628	"SRC" (Sheriff's Radio Center)
Mobile	39.22		
F"Charlie"	39.48	Car to Car	
F"Henry"	39.60	Car to Car & Helicopter	
F"Edward"	39.72	Car to Car & Tactical & Computer Info w/SRC	

Note: The "beep" tone heard over the base dispatcher channel is a busy signal to alert deputies not to transmit as another unit is already on the air. Units can not hear one another on the dispatch channel except when the dispatcher turns on the "Patch" (repeater). This is done usually only on priority calls where deputies need to communicate with other units while enroute and at the scene of the call. The 470.8875 MHz. R is no longer simulcasting with 39.64 MHz. as it was a few years ago while the LASO was doing a study on 470 MHz. for patrol. I hope you find these maps helpful. ERIC CA-LA-045

LAPD UPDATE:

West L.A./WTD - 506.7625
Pacific/Wilshire - 506.9625
Hollywood - 507.2125
This leaves 506.8125 free as a dispatch channel.

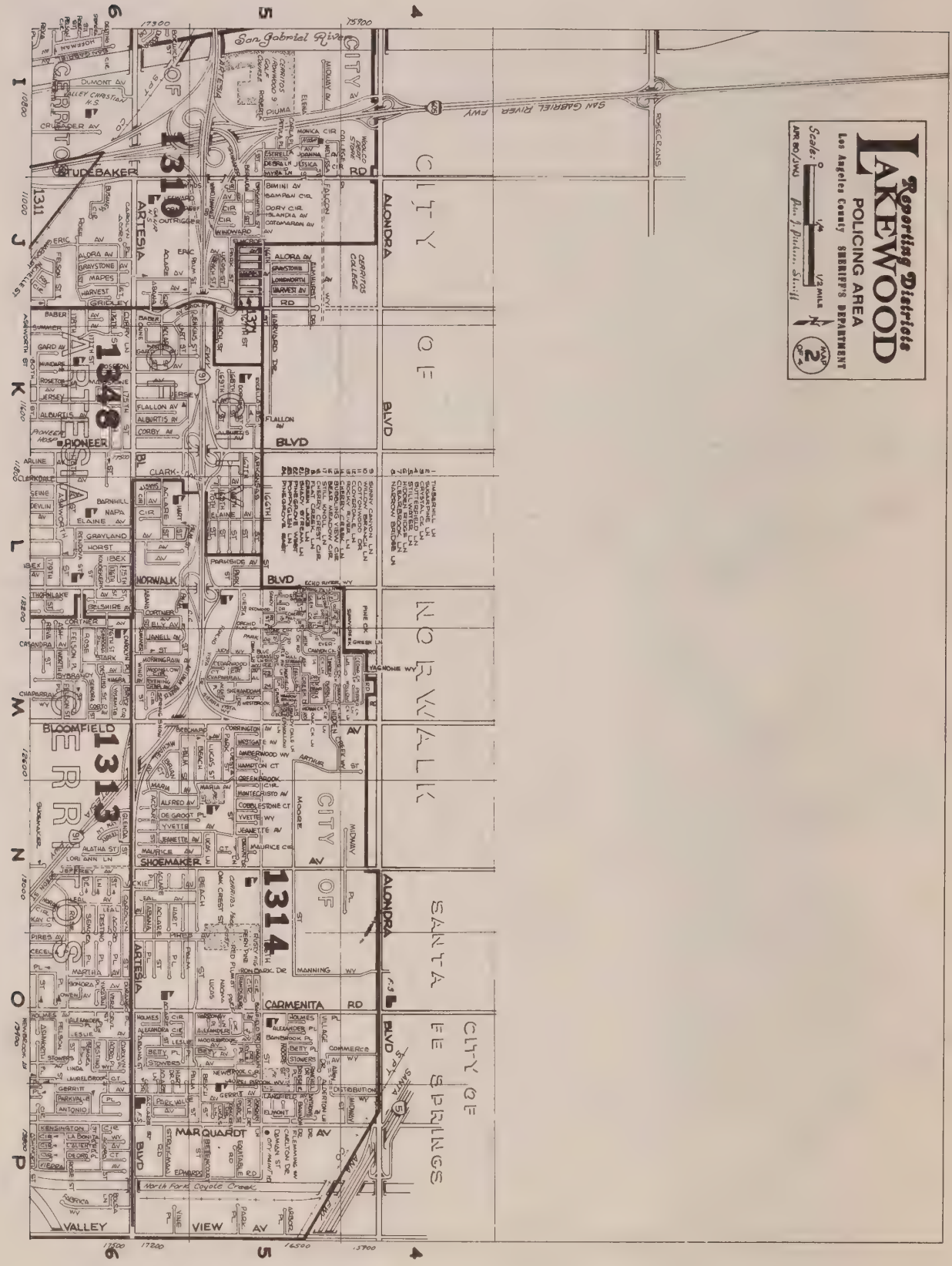
Whittier P.D. may use 471.1125 as Ch. 2 soon

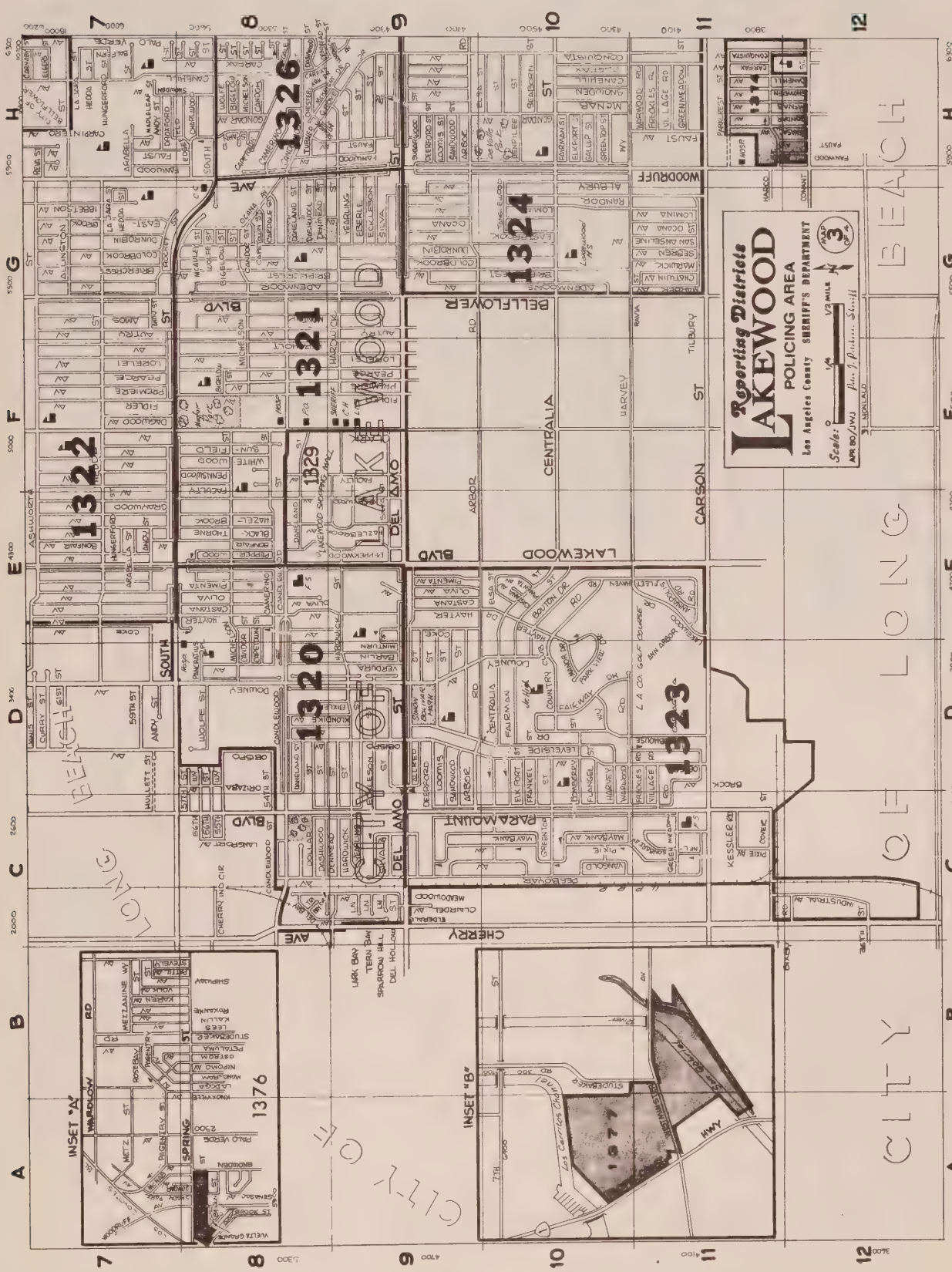
Marine Ch. 6, 156.300 is used by Balboa Island Ferry (Newpt. Bch)

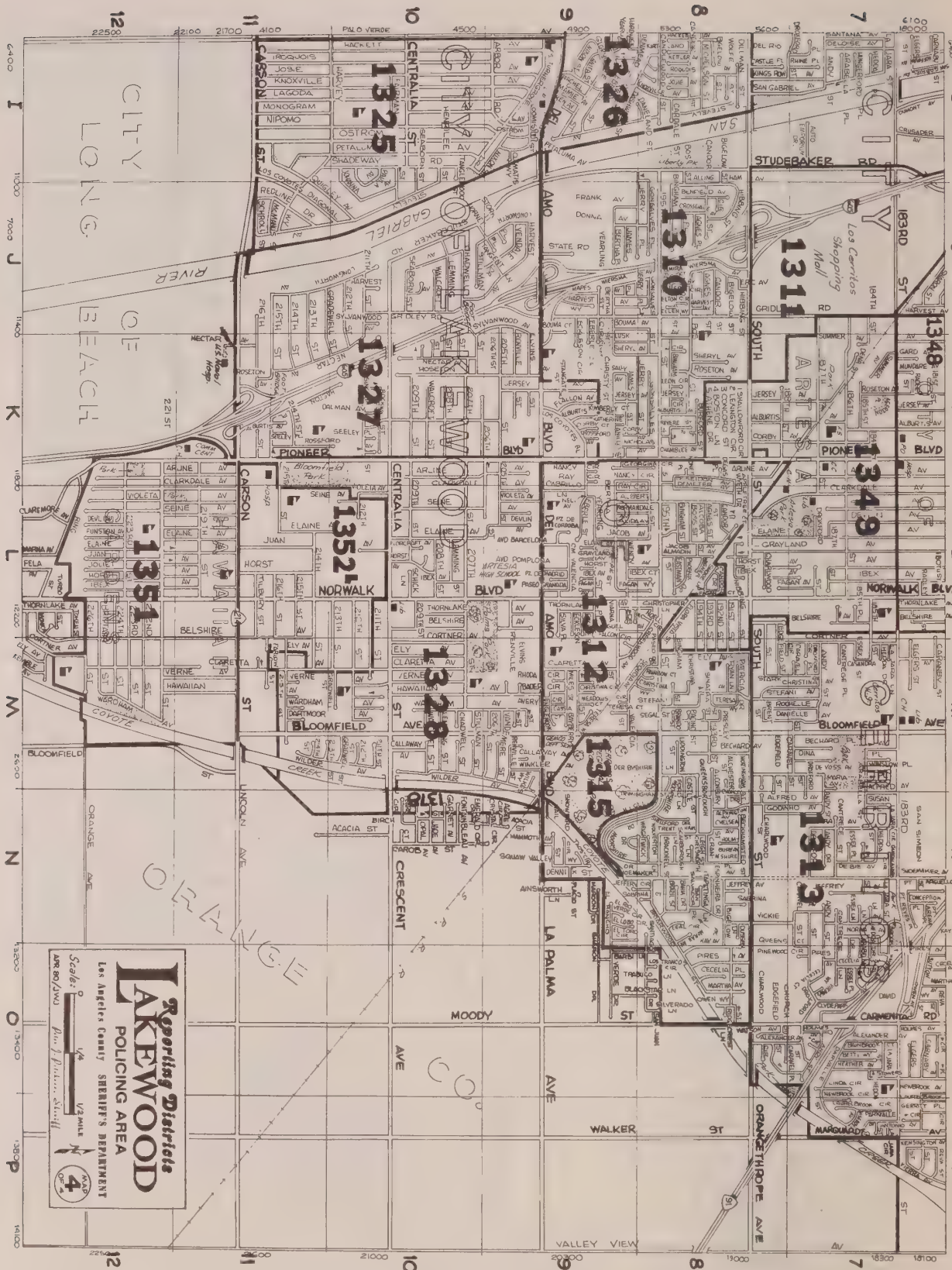
For the Goodyear Blimp, please check 465.9125 during the Rose Bowl Parade. 130.50 also used.

From Tom (CA-LA-475): L.A. city fre's Ch. 4 (507.1375) has been dead for a while. Anyone know why??

Reporting Districts
LAKEWOOD
POLICING AREA
Los Angeles County SHERIFF'S DEPARTMENT
Scale: 0 1/4 1/2 MILE
MAP 1 OF 4
APR. 80/JWJ
1331
1332
1333
1334
1335
1336
1361
1362
1363
1364
CITY OF BELLFLOWER
CITY OF BELLFLOWER
CITY OF BELLFLOWER


Reporting Districts
LAKEWOOD
POLICING AREA
Los Angeles County SHERIFF'S DEPARTMENT
Scale:
1/2 MILE
MAP 2
1310
1311
1312
1313
1314
CITY OF LAKEWOOD
CITY OF NORWALK
CITY OF SANTA FE SPRINGS
San Gabriel River
SAN GABRIEL RIVER FWY
ARTESIA
ALONDRA
BLVD
CARMENITA RD
BLOOMFIELD
SHOEMAKER
MARQUARDT
VALLEY VIEW AV
North Fork Coyote Creek


Reporting Districts
LAKEWOOD
POLICING AREA
Los Angeles County SHERIFF'S DEPARTMENT
Scale: 0 1/4 1/2 MILE
1326
1321
1322
1324
1320
1323
1329
1376
1377
INSET "A"
INSET "B"
CITY OF LONG BEACH
LAKEWOOD
BELLFLOWER
CENTRALIA
CARSON
DEL AMO
PARAMOUNT
CHERRY AVE
BLVD


Reporting Districts
LAKEWOOD
POLICING AREA
Los Angeles County SHERIFF'S DEPARTMENT
Apr 80/3WJ
Scale: 0 1/4 1/2 MILE
MAP 4 OF 4
1325
1326
1327
1328
1310
1311
1312
1315
1348
1349
1351
1352
1313
1314
CITY OF LONG BEACH
CITY OF LAKEWOOD
CITY OF HAWAIIAN GARDENS
CITY OF ARTESIA
CITY OF NORWALK
CITY OF CERRITOS
Los Cerritos Shopping Mall
Bloomfield Park
Nixon Park
Artesia Park
Clark Park
Mayfair Park
Del Valle Park
Del Amo Park
Carmenita Park
Lakewood Park
Lakewood Center Park
Lakewood Center Mall
Lakewood Center Shopping Center
Lakewood Center Plaza
Lakewood Center Parkway
Lakewood Center Drive
Lakewood Center Drive North
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SONOMA COUNTY FIRE IDENTIFIERS (DAVID CA SF025)

Cities:

Cloverdale Fire: #120-139
Petaluma: #400-419
Santa Rosa: #0-50
Sonoma: #180-199
Healdsburg: #500-534
Rohnert Park Fire(Public Safety):#140-159
Sebastopol: #160-179

Fire Protection Districts:

Bellevue: #380-399
Cazadero: #820-839
Forrestville: #800-819
Graton; #980-999
Hessel: #050-069
Monte Rio: #260-279
Rincon Valley: #200-219
Sea Ranch: #860-869
Twin Hills: #340-359
Bennett Valley: #420-439
Cotati: #300-319
Glen Ellen: #220-239
Guerneville: #700-719
Kenwood: # 240-259
Penngrove: #600-619
Schell-Vista: #320-339
Timber Cove: # 760-769
Valley of the Moon: #010-029

Volunteer Fire Companies

Alpine: #360-379
Bloomfield: #440-459
Bodega Bay: #480-499
Camp Meeker: #540-559
Fort Ross: #960-969
Jenner: #620-639
Lakeville: #560-565
Mountain: #780-789
Odiyan: #910-919
San Antonio: #291-299
Valley Ford: #740-759
Windsor: #840-859
Annapolis: #900-909
Bodega: #460-479
Bohemian Grove: #535-539
SONOMA CENTRAL DISPATCH: #1400
Geyserville: #580-599
Knights Valley: #880-899
Mayacamas: #280-285
Occidental: #640-659
Rio Lindo: #680-699
Two Rock: #720-729
Wilmar: #870-879

Special Organizations

Sonoma State Hospital: #286-290
Two Rock (U.S. Coast Guard):#730-739
Skaggs Island (U.S. Navy):#790-799
Warm Springs (park rangers): #95-959

FREQUENCIES:
COUNTYWIDE FIRE ADMINISTRATIVE: 154.175 (orange channel)
COUNTYWIDE FIRE COORDINATION : 154.28 (white)
COUNTYWIDE FIRE DISPATCH : 154.31 (green)
except: SANTA ROSA DISPATCH: 154.145
PETALUMA FIRE DISPATCH: 154.025

NOTES: Fire Chief usually takes lowest number. Otherwise no standardization. Units identify by stating type of equipment and then their number. Mythical example: Squad 311.

MARIN MUNICIPAL WATER DISTRICT (DAVID CA SF025)
frequency: 48.38 mhz.

MMWD is responsible for 20,000 acresof watershed land. Six park rangers patrol these lands and are cross-trained in both police and fire activities. Each ranger is assigned a 4-WD pickup equipped with minipumpers.

MARIN CONSERVATION CORPS. Frequency: 46.28 mhz. (Marin County Fire Primary)

The MCC provides fire crews composed of young adults when requested. The fire crews are dispatched by Marin County Fire Department. The Marin County Fire Department is the lead agency for all fire suppression efforts on district lands

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SAN MATEO CITY FIRE DEPARTMENT

Fire Station 1: 120 S. Ellsworth Ave
engine, truck, duty assistant chief, administration office
Fire Station 2: none
Fire Station 3: 31 W. 27th Ave
engine, truck
Fire Station 4: 319 S. Humboldt (engine)
Fire Station 5: 545 Barneson (engine)
Fire Station 6: 1812 S. Norfolk (engine)
Fire Station 7: 1801 DeAnza (engine)

IDENTIFIERS: CHIEF is 4500; Assistant Chiefs are 4503,4504,4505
PRIMARY FREQUENCY: 153.9500

COLMA FIRE PROTECTION DISTRICT

Fire Station: 50 Reiner St., Colma
Jurisdiction: City of Colma and Broadmoor
Equipment: 3 fire engines, 1 squad equipped with lights
Frequency: unknown, but Daly City Fire on 154.1 mhz dispatched Colma engines to Daly City fire stations during a multiple alarm fire at a Daly City horse stable

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KENTFIELD FIRE PROTECTION DISTRICT (Marin County)

Fire Station: Sir Francis Drake and College Avenue
Frequencies: Dispatch: 46.5 mhz; Special Use: 482.7875 mhz.
Equipment: Attack 1, Engine 1, Engine 2, Engine 3, OES 165
Truck 1, Squad 1, Utility 1, CHIEF 1
Jurisdiction: unincorporated areas of Kentfield, Kent Woodlands, and the College of Marin; also routine mutual aid with FIRST ALARM or greater fires in Ross.

ALL INFORMATION COURTESY OF U.S. FOREST SERVICE DAVID(CA SF025)

U.S. FOREST SERVICE FIRE EQUIPMENT

MODEL 10: 50 gallon tank

MODEL 20 and 21: 200 g slip-on tanks

MODEL 41: MINIPUMPER(200 g tank)

MODEL 42: bigger than a Model 41

MODEL 51: 6-PERSON CREW VEHICLE WITH 300 g CAPACITY (less popular due to cost)

MODEL 60: BRUSH FIRE RIGS in 4x2 or 4x4 configuration; 500 g CAPACITY

LASSEN NATIONAL FOREST FREQUENCY: 172.225 mhz

ALMANOR RANGER DISTRICT: located in Chester, CA (Four Model 51s)
HAT CREEK RANGER DISTRICT: Fall River, CA (one Model 41, one Model 51)
EAGLE LAKE RANGER DISTRICT: Susanville, CA (two Model 41s, one Model 51)

MENDOCINO NATIONAL FOREST FREQUENCY: 169.175 mhz

CORNING RANGER DISTRICT: two Model 51s
STONYFORD RANGER DISTRICT: three Model 51s, one Helicopter, and One Hotshot crew consisting of 20 persons.
UPPER LAKE RANGER DISTRICT: two Model 51s, one Model 60(4x4 type)
COVELO RANGER DISTRICT: three Model 51s

MODOC NATIONAL FOREST FREQUENCY: 168.750 mhz

WARNER MOUNTAIN RANGER DISTRICT: two Model 41s
DEVIL's GARDEN RANGER DISTRICT: one Model 41, one Model 51
DOUBLEHEAD RANGER DISTRICT: two Model 51s, one Model 21
BIG VALLEY RANGER DISTRICT: two Model 41 engines

SHASTA-TRINITY NATIONAL FOREST (Equipment at forest fire stations)

FREQS: FOREST NET(F1): 175.575
CREW NET (F7) : 168.200
AIR-GROUND(F8): 170.000

(Harrison Gulch: one M.51, one 1000 g tanker)(Saddle Camp: one M. 51)
(White Rock: one M. 51)(Hayfork: one M.51, one M.60, one dozer, one tanker)
(Forest Glenn: one M.41)(Hyampom: one M.41)(Big Bar: one M.60)
(Burnt Ranch: one M.51)(Junction City: one M.51)(Denny: two M.41s)
(Mule Creek: one M.51)(Coffee Creek: one M.51)(Lakeshore: two M.51s)
(Big Bend: one M.51, one M.41)(Mt. Shasta: two M.51s)(Sims: one M.51)
(Ash Creek: one M. 41, one 500 g engine)(McCloud: one M.51, 1 3000 g tanker)
(Harris Springs: one M. 41, one M. 20)

All of the above data was obtained either by phone call or letter. As a North CA member, I encourage all North CA members to send in something, anything. Let's show RCMA that there is more to the column than LAPD and LASO. It's time the good folks in LA learned about fighting crime in

Public Safety - California continued

ALPINE County . LAPD should learn from Colma PD as they fight crime in a town populated practically by cemeteries. Yes, LA,only the north has Colma. LA might be bigger, but the north is different. Big Hint: To read about No. Cal in the column, North members must send in more stuff. I'm a North member, and I'm proud to be one.

CARY(CT-032)

RADIO CHANNELS

North County

SAN DIEGO

Channel	Name	Frequency	Use
1.	Local (green)	154.385	Local Dispatch
2.	TAC 1	154.355	Primary Tactical
3.	TAC 2	153.890	First Alt. Tactical
4.	TAC 3	154.250	Second Alt. Tactical
5.	WHITE 1	154.280	Out of Zone Command
6.	RED	155.085	County Command
7.	WHITE 3	154.295	County Tactical
8.	WHITE 2	154.265	Out of Zone Tactical
9.	TAC 4	154.430	Third Alt. Tactical
10.	STATION X	155.325	County Medical
11.	SD	154.310	SDFD Dispatch
12.	ORANGE	154.385	Zone 2 Orange

L.A.P.D. PATROL MAPS.
By Neal CA LA 385

DIV. #	DIV. NAME	Appeared in RCMA MONTH/YEAR	PAGE
1	Central	Sept. 81	55
2	Rampart	Sept. 81	56
3	Southeast	Dec. 81	71
4	Hollenbeck	Jan. 82	62
5	Harbor	Jan. 82	63
6	Hollywood	???	
7	Wilshire	June 82	72
8	West L.A.	July 82	116
9	Van Nuys	Apr. 83	76
10	West Valley	Apr. 83	75
11	Northeast	July 83	87
12	77th. St.	July 83	88
13	Newton St.	Aug. 83	82
14	Pacific	Aug. 83	83
15	North Hollywood	Aug. 83	84
16	Foothill	Sept. 83	74
17	Devonshire	Sept. 83	75
18	Southeast	???	

Oh well, looks like we missed a couple of L.A.P.D. patrol maps. Any one have these? If so, send them in to PS-CA for the rest of the membership to share.

Here's a couple of late entries:

From GENE CA-LA-147: Glendale Galleria Mall Security
464.475 MHz. R KNCK360

From ERIC CA-LA-045: Radio Shack's PRO-30 Programmable Pocket scanner is out, but hard to find (in Oct/Nov). It was shown to the greater Los Angeles area RCMA members at the October meeting. Great coverage: 30-50 MHz., 50-54 MHz. 6 meter HAM!, 108 to 136 MHz. AIRCRAFT!, 136 to 174 MHz, and 380 to 512 MHz. UHF. Not bad for only $299.95! You ought to see its night light and top mounted SCAN/MAN buttons plus a BNC antenna connector! All right for Radio Shack!!

ALAMEDA COUNTY FIRE INFO — CLIFF POLKINGHORN CA AL 029

FREQ.	USER
154.070	ALAMEDA COUNTY FIRE "RED" (west)
154.070	SAN LEANDRO FIRE
154.070	PIEDMONT FIRE
154.070	HAYWARD FIRE
154.130	ALAMEDA CITY FIRE
154.190	BERKELEY FIRE
154.235	ALAMEDA COUNTY FIRE (east)
154.340	ALBANY FIRE #2
154.355	OAKLAND FIRE #2
154.385	ALBANY FIRE #1
153.785	OAKLAND FIRE #1
153.830	BERKELEY FIRE #2
33.920	ALAMEDA COUNTY FIRE STATION NOTIFICATION (east & west)
460.600	HAYWARD FIRE STATION NOTIFICATION
488.4125	FREMONT FIRE #1
488.6125	NEWARK FIRE
488.6625	UNION CITY FIRE
489.0125	FREMONT FIRE #2

OTHER FIRE AGENCIES IN ALAMEDA COUNTY w/COORDINATION w/COUNTY FIRE

44.640	EAST BAY REGIONAL PARKS DISTRICT FIRE
140.000	U.S. NAVY HOSPITAL OAK KNOLL
140.100	U.S. NAVAL AIR STATION ALAMEDA
150.775	U.S. ARMY CAMP PARKS
151.400	CALIF. DEPT. FORESTRY
151.445	CALIF. DEPT. FORESTRY
151.355	CALIF. DEPT. FORESTRY
164.000	VETERANS HOSPITAL LIVERMORE PAGING/FIRE
164.375	LAWRENCE LABORATORY--LIVERMORE and BERKELEY

RADIO IDENTIFIERS FOR RESCUE UNITS IN ALAMEDA COUNTY

*= RESCUE AMBULANCE
[*] = RESERVE RESCUE AMBULANCE

RESCUE #6 HAYWARD FIRE 154.070/460.600
* RESCUE #11 ALBANY FIRE 154.385/154.340
* RESCUE #12 BERKELEY FIRE 154.190/153.830
* RESCUE #13 BERKELEY FIRE 154.190/153.830
[*] RESCUE #14 BERKELEY FIRE 154.190/153.830
* RESCUE #18 LAWRENCE LABORATORY--BERKELEY 164.375/154.190
* RESCUE #20 PIEDMONT FIRE 154.070
RESCUE #27 OAKLAND FIRE 154.785/154.355
RESCUE #31 ALAMEDA CITY FIRE 154.130
RESCUE #32 ALAMEDA CITY FIRE 154.130
* RESCUE #91 DUBLIN FIRE (COUNTY) 154.235/154.070

Los Angeles County Sheriff (from Craig (CA-UE-011)

effective 1/84

Frequency	Mobile	Base	Areas
11	39.46	39.94	City of Industry #14
12	39.34	39.82	Lakewood #13
13	39.42	39.88	Norwalk #4/Pico Rivera #15
14	39.30	39.76	East Los Angeles #2
21	39.66	39.20	Carson #16
22	39.78	39.44	Firestone #1/Lynwood #25
23	39.84	39.14	Lennox #3/Marina Del Rey
24	39.74	39.02	Lomita #17/W. Hollywood #9
26	39.68	39.68	Catalina Island #18
31	39.28	39.62	San Dimas
32	39.26	39.54	Altadena #7/Crescenta #12
33	39.24	39.70	Malibu #10
34	39.22	39.64	Temple City #5

35	39.86	39.08	Antelope Valley #11/SCV #6
"charlie"	39.48		car-car
"henry"	39.60		Helicopter-car
"edward"	39.72		Eastside information
"william"	39.32		Westside information
"nancy"	39.40		Northside information
"adam"	39.36		Administration/tactical
"john"	39.38		Custody/transportation
"mary"	39.52		Command post
"sam"	39.16		Surveillance

Lennox Patrol Division #3

30A - Marina Del Rey (1 man)
30B - Marina Del Rey (1 man)

31A - Baldwin Hills (2 man)

32A - Central Lennox (2 man)
32B - Central Lennox (2 man)

33A - Vermont strip (2 man)
33B - Vermont strip (2 man)
33E - Vermont strip (2 man)
33F - Vermont strip (2 man)

34A - Gardena Park (2 man)

35A - Lawndale (1 man)
35T1- Lawndale traffic (2 man)

*** See you next month in February! ERIC CA-LA-045 (I gave Mike the month off).

PUBLIC SAFETY — GREAT LAKES:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Illinois, Indiana, Wisconsin, Michigan, Kentucky, and Ohio:

Scott Lowry, 2198 Oak Avenue, Hanover Park, IL 60103

Hello again everybody! Welcome to another edition of the Public Safety - Great Lakes column. I'm your editor and bringer of good news ,Scott Lowry. I'm borrowing a new typewriter this month so that explains the new look.

Winter is rapidly approaching here in Illinois, I'm starting to wake up with frost on my pumpkins. Time to put the Dept. of Transportation freqs in the radio to find out if I can make it the work. Thank Golly I'm going to Florida in December.

On with the show;

ILLINOIS

First of all some Ill State Police News. ISP Dist 2-Elgin is now using 42.68 as a Car-to-Post freq and 42.62 Post-to-Car. Rumor has it that Dist 3-Chicago will also be using a new Car-to-Post freq in the near future. I'll keep everyone posted as to the latest ISP goings-on.

For those of you in the Chicago area who monitor fire freqs, there is one freq in particular you must monitor if you are not doing so already. That freq is of course 154.265 Mhz. This freq is known as NIFERN (Northern Illinois Fire Emergency Radio Network). This is the primary Mutual Aid channel for most of northern Illinois. Handling the task of mutual aid dispatching and equipment assignments is a plan of action called MABAS (Mutual Aid Box Alerting System). Recievers in each fire house monitor this channel and are alerted when ever a department requests aid for major fires,disasters,scuba divers, etc.

MABAS is divided into 9 Divisions currently. These cover an area from Lake Michigan to west of Rockford.

DIVISION	HEADQUARTERS	BACK UP
1	Northwest Cent Disp	Des Plaines
2	Carpetersville(Quadcom)	Streamwood
3	RED Center (Glenview)	Northbrook
4	Lake Forest	Mundelien
5	McHenry Co Sheriff	McHenry Co ESDA
6	Franklin Park	Northlake
7	(Being formed in DuPage County)	
8	Rockford	North Park
9	Chicago	

This freq is also used to transmit emergency calls from one department to another. It is almost manditory to have this in your scanner.

INDIANA

No input this month.

MICHIGAN

Larry (MI-001) sends along these tidbits on the Mich DOT Scales. They use 46.52 and 46.56, and occasionally the MSP Statewide 42.58/42.74 freq. He also states they have been heard on the 42.48 MSP aircraft freq up north. Thanks Larry.

Andy (MI-136) sent me a bunch of good stuff from the St. Joseph area. I'm going to save some of this for next time,but here is an MSP update.

MSP Post 54 (New Buffalo) has been closed for several years because of budget constaints in the state capital. However its transmitter (KQA284) is operated via remote control by Post 57 (St. Joseph) to maintain contact with units in the SW quadrant of the county. Post 53 (Niles) covers the SE quadrant, plus neighboring Cass county. Mobile units working through the Post 54 transmitter retain the prefix,e.g. "5413". A unit from Post 57 would be "5713" etc.

Andy also sends some info on some problems in the MSP. As of 10-8-83 Troopers have been working without a contract,leading to much griping on the force. The union is complaining about current MSP policy of doubling up in squad cars after sundown. The troopers feel it's safer to have two troopers per car at night. The union is also unhappy with the old MSP radio system. A spokesman stated the old system was "out of the dark ages" and is a danger to officers due to spotty coverage.

Hopefully these problems will be resolved in a minimun of time.

KENTUCKY

No input this month, but I'll let you guys off the hook this month.

OHIO

Daryll (OH-149) sent me one of his Scanner Frequency Directories and I would recommend it. Thanks again Daryll for a handy little booklet. He also sends the following;

OHIO STATE PATROL MRE's (Portables);

Turnpike Units	465.525
Northern Ohio Units	465.550

I assume these are mobile extenders for portable-to-low band mobiles.

WISCONSIN

Carl (WI-054) sent me the following from the Sheboygan and Fond Du Lac county reas.

SHEBOYGAN COUNTY SHERIFF

F1	155.685	Sheriff Repeater	42-59 County Units
F2	154.725	City of Sheboygan Repeater	
F3	155.475	WISPERN	
F4	155.370	Point-to-Point	
F5	155.685	Sheriff talk-around	
F6	154.725	City talk-around	
	453.700	Sheriff DVP repeater	
	453.925	Sheriff Data (Modats)	
	154.415	County Fire	

Public Safety - Great Lakes continued

154.145 Sheboygan Fire

FOND DU LAC COUNTY SHERIFF

F1 155.625 Sheriff repeater
F2 155.730 City of Fond Du Lac PD
F3 155.370 Point-to-Point
F4 155.475 WISPERN
155.955 Ripon Police/Fire
154.355 County EMS and Fire paging
46.42 County Fire
1-22 City of Fond Du Lac units

101-117 County units
119-121 N. Fond Du Lac units
122-124 Campbellsport units
125 Brandon unit
127 Oakfield unit
129 Rosendale unit
300 Mt. Calvary unit
350 Town of Calumet unit
400 Campbellsport unit
425 Eden unit
450 Town of Fond Du Lac unit
500 N. Fond Du Lac unit
525 Eldorado unit
550 Van Dyne unit
600 Rosendale unit
625 Lamartine unit
650 Oakfield unit
675 Brandon unit

Thanks Carl,great contribution.

Well, I'm going to cut it short this month so I'll still have some material for next month. It's getting desparate gang!! I have enough material on hand for maybe two more columns. SEND ME MATERIAL. The feeling of apathy in this organization has got to end if RCMA is to survive. The few who do contribute can no longer outwiegh the many who only take. GET WITH IT!!!!!!

Now the most important news. I have moved. My new address is;

Scott W. Lowry
IL-179
2198 Oak Ave.
Hanover Park, Ill. 60103

If you send material to the old address, don't worry, it will still be forwarded.

Until next time. Stay Warm and 73's

Scott

PUBLIC SAFETY — NORTH EAST:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — New England states, New York, Pennsylvania, New Jersey, Maryland, Delaware, and District of Columbia:

Richard Barnett, P.O. Box 428, Newton Highlands, MA 02161.

Maine

From: Dick Stedman
48-611 Willow St.
Springfield, MA 01103

Law enforcement agencies in Maine have converted, in the last decade, almost entirely to VHF high-band operations compatible with the Maine State Police's complex system of repeaters and "regional nets". The principle exception to this change are some isolated rural communities and some sheriff units which maintain low-band operations for budgetary reasons. It is also possible that the State Police have maintained some capabilities on their old 42.12/42.14 MHz low-band frequencies for back-up purposes.

The State Police Radio Code is in use by almost all agencies, making monitoring much easier. In addition, a few local communities seem to have abandoned the use of scramblers since adopting the new radio system. Call signs are used by all base stations at the end of most transmissions, further simplifying their identification. It is also important to monitor the county sheriff frequencies, as they play a more significant law enforcement role than in many states.

Most police units are equipped with a Motorola scanning-type radio which allows communication on that agency's local frequency: the "statewide car-to-car" channel, 154.695; the "regional net" serving the area; and, in many cases, the appropriate county sheriff frequency. Statewide car-to-car and the regional nets are used for intercity-type traffic. Originally intended to be for mobile use only, 154.695 has become heavily used, and many local towns (and all State Police bases) have added capabilities to their base stations on this frequency. The county-wide regional nets are not as frequently used except for general broadcasts and longer range communications. State Police bases, only; and local and sheriff bases and mobiles are equipped to operate on the regional nets.

Most State Police activity is on the three regional dispatch channels. UHF controls from the Troop HQ's to a series of mountain top repeaters provide excellent two-way reception in almost all areas. Although it is not possible to monitor the UHF controlling frequencies, it is possible from many areas of the state to monitor all three regional channels (as well as the "regional nets" operating from the same repeaters). These frequencies provide very interesting listening and are as busy as the police frequencies in a large urban area. Non-SP units operating on these frequencies identify with a four-digit code and include federal agents, private armored cars and the State's many Fish and Game Wardens. The diversity of traffic that can be heard is unique among frequencies and radio operations in New England.

I am interested in assembling more data about radio operations in Maine, and I would appreciate hearing from anyone who may have more information to share.

Maine State Police

Ch.	Repeater Output	Mobile Input	Control Stations	Repeater Locations	Call Signs	Use
1	154.710	(simplex)	all bases	-	-	Emergency/tactical
2	154.695	(Simplex)	all bases	-	-	Statewide car-to-car
3	154.665	(155.445)	Scarborough	Waterboro	KXA 539	South Troops
				Woodstock	KXA 375	
4	154.650	(155.505)	Augusta	Mt. Crocker	KXA 526	Central Troops
				Skowhegan	KXA 494	
				Thomaston	KXA 536	
5	154.905	(155.850)	Houlton	Brownville	KXA 374	North Troops
			Orono	Cooper	KXA 525	
				Dedham	KXA 527	
				Lincoln	KXA 374	
				Madawaska	KXA 219	
6	154.935	(simplex)	mobile only	-	-	SP car-to-car/radar
7	155.475	(simplex)	mobile only	-	-	Tactical/unknown
8	156.045	(simplex)	Scarborough	-	-	Maine Turnpike/SP units on
			Auburn			tp./SP bases to tp.
			Augusta			

Maine Regional Nets

Region	Repeater Output	Mobile Input	Control Stations	Repeater Locations	Counties Served
1	155.580	(154.770)	Scarborough	Waterboro	York
2	155.535	(154.800)	Scarborough	Sebago	Cumberland
3	155.460	(154.890)	Augusta	Union	Sagadahoc, Lincoln
4		(153.905)	Orono		Knox, Waldo, Hancock
5	155.550	(154.740)	Augusta	Woodstock	Oxford, Antroscoggin
6			Orono		Penobscot
7	155.430	(154.785)	Augusta	Mt. Crocker	Franklin, Kennebec, Somerset
8			Houlton		Washington
9	155.415	(154.845)	Houlton	Madawaska	Aroostock

Maine State Police Radio Code

10-01	Receiving poorly	10-51	Debris in road
10-02	Receiving well	10-52	Improperly parked car
10-03	Ready for transmission	10-53	Possible OUI
10-04	Acknowledgement	10-54	Drag racing
10-05	Relay	10-55	Vehicle accident
10-06	Stand by unless urgent	10-56	Wrecker needed
10-07	Out of service	10-57	Ambulance needed
10-08	In service	10-58	Direct traffic
10-09	Repeat	10-59	
10-10	Out of service, subject to call	10-60	Lost hunter
10-11	Dispatching too rapidly	10-61	Hunting accident
10-12	Stand by in present location	10-62	Drowning accident
10-13	Weather and road conditions	10-63	Night hunting
10-14	Escort	10-64	Dog/deer complaint
10-15	Have subject in vehicle	10-65	Boating accident
10-16		10-66	Snowmobile accident
10-17	Meet complaintant	10-67	
10-18	Complete present assignment	10-68	
10-19	Return to station	10-69	
10-20	Location	10-70	Civil disturbance
10-21	Call by telephone	10-71	Bomb threat
10-22	Give phone number at location	10-72	Fire alarm
10-23	Stand by	10-73	Trouble at station
10-24	Records indicate stolen or wanted	10-74	Officer needs assistance
10-25	Pedestrian check	10-75	Emergency air clearance
10-26	Detaining subject	10-76	Prison break
10-27	License check	10-77	Roadblock
10-28	Registration check	10-78	Bank hold-up alarm
10-29	Stolen or wanted check	10-79	Plane crash
10-30	Illegal use of radio	10-80	Business or residence alarm
10-31	Crime in progress	10-81	Back in town
10-32	Person with weapon	10-82	Persons fighting
10-33	Chase in progress	10-83	Traffic violation
10-34	General broadcast-alert	10-84	Check local records
10-35		10-85	Will be late
10-36	Correct time	10-86	Open door or window
10-37	Dispatcher on duty	10-87	Off at my residence
10-38	Stopping suspicious vehicle	10-88	Out on portable
10-39	Investigate suspicious vehicle	10-89	Too much air time
10-40	Permission to leave patrol area	10-90	Prowler
10-41		10-91	Grid system-give coordinates
10-42	Dog complaint	10-92	Need radio technician
10-43	Intoxicated pedestrian	10-93	All units in area respond CODE 3
10-44	Possible mental subject	10-94	Request use of SP vehicle
10-45	Domestic trouble	10-95	Emergency disaster services
10-46	Prisoner in custody	10-96	Call your home
10-47	Medical examiner request	10-97	Arrived at last assignment
10-48	Unattended death	10-98	Clear of last assignment
10-49	Possible homicide	10-99	Night safety check
10-50	Cruiser in accident		

CODE 1 - Routine Response
CODE 2 - Silent Run, Light, no Sirens
CODE 3 - Emergency, Light & Sirens

SIGNAL 1000 - Emergency Radio Silence

From Arthur Williams, Jr. (NY-022):

As mentioned in the March 1983 issue of the R.C.M.A., the Ulster County Sheriff's Department would be moving to the VHF-hi band. Here are the new frequencies which have been in use for the past several months:

155.670 Ch. #1 Main Channel -KGL474/KEH911
154.665 Ch. #2 New York State Police -Car to Car
155.370 Ch. #3 MRD Channel -Intersystem
155.475 Ch. #4 NLEEC -National Law Enforcement Emergency Channel

The Ulster County Sheriff's Department uses the National Public Safety Radio 10-code. They also have tone paging capability, but only on Channel #1.

Frequencies of Kingston, N.Y.

166.250 KEF383 Kingston City Fire Department
158.790 KEA703 Kingston City Police Department -Base-
154.770 KEA703 Kingston City Police Department -Mobile-
155.205 WYK444 Kingston Ambulance
155.175, 155.280, 155.340, 155.400 KWO521 Kingston Hospital
453.700 KSS878 Kingston City Public Works Dept. (458.700 WGP71 1 CO mobile)
47.660 KRP945 Kingston City Schools
151.655 WSR718 Kingston City Schools
45.120 KJD953 Kingston City Water Department
158.820 WYZ279-80 Kingston City Bus Service

From Howard Katseff (NJ-149:

Monmouth County, New Jersey

500.3875 Freehold Township/ Freehold Borough Police -dispatch
501.1375 Freehold Township/ Freehold Borough Police -Ch. #3, car to car

37.940 Monmouth County Road Department -snow removal
39.640 Monmouth County Police Hotline -mutual aid
151.310 Monmouth County Parks
154.875 Monmouth County Police -county car
154.430 Monmouth County "Fire 1" -dispatch
154.175 Monmouth County "Fire 2" -fireground
154.280 Monmouth County "Fire 3" -fireground

154.905 Garden State Parkway Police (repeats 158.910, 158.970)
155.505 Garden State Parkway Police -simulcast of 154.905
155.190 New Jersey Turnpike Police (repeats 154.830)
159.180 New Jersey Turnpike Toll Collectors

151.265 New Jersey DEP -channel #9, Fire (repeats 159.405)
151.325 New Jersey DEP -Fish & Game (repeats 159.345)
151.475 New Jersey DEP -channel #8, Park Police (repeats 159.270)
159.300 New Jersey DEP -channel #1, Emergency Spill Response
159.375 New Jersey DEP -channel #6, Statewide Intersystem Fire, Fish & Game
159.465 New Jersey DEP -State Parks
47.260 New Jersey State Highway Department -dispatch

161.730 WHWH Princeton Traffic Helicopter
450.650 Northern New Jersey Helicopter Traffic Reports
450.850 Arco Go Patrol Helicopter -Philadelphia Area Traffic
453.000 Shadow Traffic Suburban (NYC suburbs)
455.250 Northern New Jersey, NYC Traffic Reports

From Thomas Friend (PA-017):

Enclosed is some information on the new Ross Township, PA radio system. Ross has moved off of the low band for both police and fire and has moved to VHF-hi.

Ch. #1 159.150 "Ross Police Radio" (input 154.650)-repeater
Ch. #3 155.940 Ross Deparment of Public works -repeater
Ch. #4 155.700
Ch. #5 155.820

Ross Township Fire -154.310- repeater
Ross Base KGD537 "Ross Fire Alarm"

Volunteer Fire Companies:

Perrysville	Evergreen	Laurel Gardens
Berkely Hills	Fairview	
7thDistrict	Keating	Quaill District

PUBLIC SAFETY - DELAWARE VALLEY

This month we have a rather "mixed bag", with information from all three states of the tri-state area. Right off the top, I would like to thank those that have been contributing to this section, I am very glad that my pleas for more reader input have not gone unheeded. Input to this column is ALWAYS APPRECIATED, and I make every attempt to answer every letter I get as soon as I can. Just as a reminder, ALL letters, contributions, questions and comments about this section should be sent to:

Tim Leber
Post Office Box 27757
Philadelphia,Pennsylvania 19118

Now that procedural matters are done, on to the "mixed bag" for this month. From Al Lorence (PA-029) comes an update on frequencies used in the city of Harrisburg, Pennsylvania:

New Harrisburg Police Channels

Ch.1	460.275	(Channel 12 - Primary Dispatch)
Ch.2	460.300	(Channel 13 - Look-ups & Checks)
Ch.3	460.350	(Channel 11 - Detectives/Vice)
Ch.4	Future Use	
Ch.5	Future Use	
Ch.6	465.225	(Mobile Freq. - County Crime Alert)

Other Harrisburg Channels

155.955	(Channel 14 - City Gov't. Agencies)
154.070	Fire Channel 1 / Dispatch
154.010	Fire Channel 2
155.985	Housing Authority Portables
33.04	Harrisburg River Rescue-Ambulances
453.375	Dauphin County Agency on Aging (Senior Citizen Buses and Vans)

Also, from the Harrisburg and Dauphin County areas comes this information from Mike Agner (PA 066) and Brian Alexander:

33.80	Dauphin County Fire
33.86	Dauphin County Fire
33.90	Dauphin County Fire
45.86	Cumberland County Fire
45.90	Cumberland County Fire
46.06	Cumberland County Fire
158.865	Susquehanna Twp. Police
460.075	Dauphin County Police(F1)
460.100	Dauphin County Police(F2)
460.025	Dauphin County Police(F3)
460.050	Dauphin County Police (F4) -(rarely used)
460.125	Dauphin County Police(F5)
465.075	Dauphin County Police(Mobile)
453.300	Harrisburg - State Capital Police

Other notes from Mike and Brian say that the Ambulances in the Harrisburg area are equipped with most "MED" UHF channels, but usually operate on MED 1,2,6 or 8. If any of our readers have more detailed information about the Harrisburg area - please submit it to the above address. That's about it for Pennsylvania for this month. Now lets head over to New Jersey.

This month's section on New Jersey comes from the files of Robert Matteson (NJ-137). Robert has sent a large amount of information on several New Jersey counties, and this information will be appearing in the next several columns. This month we will look at the Police communications of Atlantic City:

Atlantic City Police Communications

460.150 R	Tac 1	Mobile to Mobile
460.425 R	Tac 2	Dispatch
460.325 R	Tac 3	Detectives
460.200 R	Tac 4	Spec. Ops./DVP Scrambler
460.525 R	MODAT	Mobile Data Terminals
155.130 R	PD	Portables
154.005 R	Traffic	Tow Trucks
154.100 R	Local Govt.	Public Works
153.725	Radio Shop	Communications Bureau/ Paging

Atlantic City Police Codes

10	Chief of Police	40	Special Squad
11	Dir. of Public Safety	41	Stolen Vehicle
12	Mayor	42	Recovered
14	Captain of Police	43	M.V.A.
15	Radio Technician	44	Hit & Run
16	Sgt. of Police	45	Riot
17	Detective	46	Caution (Armed)
18	City Hall	47	Warrant
21	Juvenile	48	Hurry
22	Noise	49	Complaintant
23	Trouble	51	All Cars
24	Suspicious Character	52	Escort
25	Prowler	53	In Service
26	Fight	54	Out of Service
27	Drunk	55	Telephone Call
28	Patrol	56	Ambulance/Hospital
29	Patrol Wagon	57	Test Call
30	Breaking/Entering	58	False Call
31	Officer in Trouble	61	Fire
32	Burglar	62	Stand-by
33	Burglary	69	Major Crimes Sqd.
34	Burglar Alarm	75	Eating
35	Shooting	76	Personal Serv
36	Murder	88	Sailor
37	Suicide	99	Army (soldier)
38	Hold-up	100	Marines

More information from New Jersey next time. Now - on south to the Diamond State. Alan Henney (MD-069) has contributed several well researched sheets of information on state and county radio usage. This month - we'll look at the 10-Codes that are used by all state and local agencies.

10-1 Situation under control
10-2 Arrived at scene
10-3 Go ahead w/message
10-4 OK
10-5 Relay
10-6 Busy
10-7 Out of service
10-8 In service
10-9 Repeat message
10-10 Accident- PD,PI,H&R
10-11 Second fire alarm
10-12 Request assistance
10-13 Weather & road conditions
10-14 Convoy/escort
10-15 Prisoner in custody
10-16 Pick up prisoner at
10-17 Meal stop/send food to
10-18 Complete assign. ASAP
10-19 Return to
10-20 Location
10-21 Call by phone
10-22 Disregard
10-23 Direct traffic at
10-24 Send assistance to
10-24A Assist
10-25 E.T.A.
10-26 Advise operators of
10-26A Record of violations/ traffic
10-26B Record of violations
10-27 Notify appropriate Police agency
10-28 Registration info.
10-29 Check for wanted
10-29N Negative on wants
10-29P Positive on wants
10-30 Does not conform to rules/regulations
10-31 Meet complaintant
10-32 Complaintant(+ suffix)
10-33 Parking violation
10-33A Disabled vehicle

10-34 Prepare to copy
10-35 Confidential Info
10-36 Time Check
10-37 Advise court open
10-37N Not open
10-38 Magistrate avail
10-39 Use caution
10-40 Officer in trouble
10-41 MV/Ped. Check
10-42 Clear on check
10-42A Arrest
10-42R Reprimand
10-42CPR Crime Preven.Ck.
10-43 Wrecker needed
10-44 Ambulance needed
10-45 Rescue needed
10-46 Washdown
10-47 Dispatch tank trk.
10-48 Alarm at location
10-49 Civil disturbance
10-50 Contact medical ex.
10-51 Notify fire marshal
10-52 Permission to leave sector
10-53 Roadway obstruction
10-54 Road closed at...
10-55 Pick up...
10-56 Work School X-ing
10-57 Bomb Threat
10-58 Traffic light malfunction
10-59 Release stand-by personnel
10-60 Contact C.I. Div.
10-61 Property check
10-62 Clear of 10-61
10-63 Advise where ___ can be reached
10-64 Special unit operating in area
10-65 Attempting to serve warrant at
10-66 Radio tower lights checked
10-67 Permission to talk car>car
10-68 Meet officer at
10-69 Enroute to
10-70 Report to
10-71 Alert for major emergency
10-72 Mobilize for major emergency
10-73 Report to marshalling area
10-74 Supplement personnell and equipment
10-75 Activate scrambler
10-75A De-activate scrambler
10-76
10-77
10-78
10-79 Routine non-emergency
10-80 Spinal injury
10-81 Mental patient
10-82 Communicable disease
10-83 Head, face or neck injury
10-84 Seizure
10-85 Convulsions
10-86 Drowning
10-87 Police action - use caution
10-88 Overdose
10-89 Burns
10-90 Possible cardiac arrest
10-91 D.O.A.
10-92 Possible internal injury
10-93 Fractured limb
10-94 Miscarriage
10-95 Emergency maternity
10-96 Have oxygen ready
10-97 Severe bleeding
10-98 Stroke victim
10-99 Heart attack
10-100 Clear air for emergency message

Other codes used:

4177 D.W.I.
4179 Drunken person

PUBLIC SAFETY — SOUTH CENTRAL:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Alabama, Arkansas, Louisiana, Mississippi, Tennessee, Oklahoma, and Texas:

Ken Pehl, 108 E. Centre St., Fredericksburg, Texas 78624.

Greetings and salutations of the most joyous kind to you on this first issue of the 1984 year. I wish everyone a Happy New Year. May it be a prosperous and productive one for you.

Jumping right into the mailbag this month, we have some feedback on some of the rather interesting news concerning the Texas DPS radio system given last month. I have been in contact with several of our members and gave them some lead info to the news and they have been reporting back with the results.

From Mike, TX-81: Dallas DPS office has been heard on the air on the freq 155.445, using callsign KNSC 484. (Ed. note: Another member writes to report he heard the callsigns KNCF 44 & KKA 603, the latter the old call used for the main freq 155.460. It will be interesting to find out the "proper" call.) Mike notes it will be interesting to see how the DPS plans on revising their base stations that are presently using 154.695 as an uplink for their remote base relays. Furthermore, it will be interesting to see how the use of 155.445 will work out along the Red River and the north Texas region in general, since 155.445 is being used by the state of Oklahoma for their state police relay repeaters. Not only that but 155.445 is just one channel away from the DPS' own 155.460 main use freq. Mike also says, for those that pay attention to these details, the Sherman DPS radio site was moved from the Howe, Texas location to Sherman proper late last year. The licenses have been modified to reflect the change but the callsign and the voice ID ("Sherman") remains the same and the area of coverage remains essentially the same.

---Regarding this editor's inquiry on a Brownwood DPS dispatching office in last month's column, Mike found a 1981 DPS Communications map depicting Brownwood as a full-time DPS station. Apparently this editor was in error about hearing San Angelo DPS office using the Brownwood site as a remote base.

---On the subject of remote relays, Mike also says the DPS relay repeater and remote base in Grapevine, Texas (Tarrant County) is accessed by use of 154.665 by both Dallas and Sherman DPS offices. The Grapevine site is being shared by both offices. Relay of the mobiles (on 154.680) occurs on 159.090 (downlink). The DPS remote base and relay repeater in Blossom, TX (Lamar County) is accessed by use of 154.695 by Sulphur Springs DPS office, with the downlink relay of the mobiles on 159.210.

---Inadvertently left out of last month's highway maintenance report: All SDHPT offices are being equipped with NOAA weather alert radio monitors. One office is using a Bearcat Model BC-W radio. It is possible they will all use this model.

---Mike comments on the Collin County S.O. channels, as listed in last month's column from Norm Schrein. The Collin Co. S.O. ch 1 primary dispatch channel is 155.610 R (154.830 input). The S.O. unit's ch 2 is 158.745 simplex, which is the McKinney PD primary dispatch ch (used for SO/PD co-ordination). Ch's 3 & 4 are the standard inter-city ch's. (Ed. note: Mike did not specify what ch 5's freq was or its use but this editor will speculate it is the ch 1 freq used in the simplex mode. Anyone in or near Collin Co. care to correct me on this?) Ch 6 is 154.025 R (154.770 input), used for car-to-car traffic with general chit-chat the rule.

---Further, Mike also comments on the State of Oklahoma common freqs--155.670, 155.490, 155.760. Mike says it is fairly informal up there in Oklahoma land. Most agencies operate on either 155.490 or 155.760, whichever is their main dispatching channel, and that most of their neighboring agencies are on that same channel as well. Something like a giant CB system. Mutual aid is simply a matter of hollering for their neighbors to answer. 155.670 is the actual OK Inter-city channel (bases only) but most users of that freq are the Ok. Highway Patrol stations. Mike does note that it seems that some of the Oklahoma agencies are starting to go to their own dispatching frequency now.

---Mike, at one time some years ago, heard OK Game Wardens on 44.840 & 44.640. Mike would like to know if any OK member has more recent information on the OK Game Wardens, as well as any other Oklahoma state agency's radio system, especially state level law enforcement type agencies.

Thank you, Mike, for that extensive report! That makes Mike's second lengthy report for two months running. And it is sure appreciated by this editor. I hope all the readers enjoyed these reports as much as I have.

Public Safety - South Central continued

From Gary, TX-94: Another faithful contributor to this column reports in once again to advise he has heard some traffic with the DPS' new style unit numbers in other than Region 2. (Refer to the Sept 83 col., page 44.) Gary heard some 4B2, 4B3, 1B9, and 1B6 units. And Gary has noted a number of new DPS Sgt. areas have been carved out of older, larger Sgt. areas in a few sections of DPS Region 1.

(Editor's note: To clarify and elaborate a bit further on the new DPS unit numbers, more than given in the Sept 83 column, the style of unit numbers with a number, letter, and number format indicates the unit is a Sgt., with the first digit representing the DPS Region (1 thru 6), the letter represents the DPS Regional District (A or B district), and the last digit represents the Sgt. area number. Trooper unit numbers remain the same four number digit format that they always have been, as detailed in the August 1980 column and modified slightly by the April 1981 column articles. For the benefit of those not having those back issues, reiterating briefly, trooper four digit units: first digit = the region number (see exception below), second digit = DPS service branch (ie, THP, L&W, MVI, Special Education, Field Service, or Driver's License branches), third digit = Sgt. area number (geographic area varies with branch of service), fourth digit = the individual unit number. Exceptions: In region 2, some units use a 9 in the first digit rather than a 2 (ie, 9100, 9300 series rather than 2100's and 2300's). In still other sections of Region 2, both 9000's and 2000's series are used. The purpose of this extended numbering system is to provide more available numbers for the numerous units assigned to certain heavily populated sections of Region 2. In a few areas, individual unit numbers had run out of all possible combinations available under the numbering scheme, so the vehicle was designated by a given number, rather than an individual trooper. The change in unit numbers for Sgt. supervisors is supposedly helping to free up more unit numbers for re-assignment to trooper units. Thanks to Phil, TX-97, Ed, TX-45, Gary, TX-94, and others for providing thoughts on this subject to help generalize this topic.)

Also from Gary, TX-94: Gary sends a list of new unit numbers for the Montgomery County FD's and VFD's, which recently changed their unit numbers:

Montgomery County, Texas
FIRE STATION ROSTER

Dept. 2 Cut 'N' Shoot VFD	
Station 21(Hwy. 105 E)	T21 B21 B22
Station 22(Security)	E22 T22
Dept. 3 Lake Conroe VFD	
Station 31(505 Columbia River Rd)	T31 B31 B33
Station 32(April Sound)	E32 B32 T32
Dept. 4 Grangerland VFD	
Station 41(Grangerland)	E41 B41 T41 E43
Dept. 5 Montgomery VFD	
Station 51(Montgomery)	E51 B51 T51 R51 T52 T53
Dept. 6 Needham Road VFD	
Station 61(Needham Road)	E61 B61
Station 62(Shenandoah)	E62 B62
Station 63(Forest Hills)	E63
Dept. 7 Bennette VFD	
Station 71(Calhoun Rd)	E71 T71
Dept. 8 Magnolia Bend VFD	
Station 81(Magnolia Bend Blvd)	E81 T81 C81
Station 82(River Plantation)	L82 T82
Station 83(FM1314 & Stidham Rd)	E83

Public Safety - South Central continued

Dept. 9 North Montgomery VFD

Station 91(Willis)	E91 B91 E95
Station 92(Panorama Village)	E92 B92 E94
Station 93(FM 1484)	B93

Dept. 10 Woodlands (No Change Here)

Dept. 11 South Montgomery VFD

Station 111(Oak Ridge North)	E111 T111
Station 112(Spring Forest)	E112 T112

Dept. 12 Porter VFD

Station 121(Porter)	T121 B121 T123 T124
Station 122(Golden Trails)	T122 B122

Dept. 13 Splendora VFD

Station 131(Splendora)	E131 T131 B131

Dept. 14 Timber Lakes VFD

Station 141(Timber Lakes)	E141 R141

Dept. 15 New Caney VFD

Station 151(New Caney)	E151 T151 B151 T155
Station 152(FM 1485 East)	T152
Station 153(FM 1485 west@Fire Tower)	T1 53

Thanks, Gary, for this input. I truly wouldn't know how we would manage without Gary's always helpful info.

From Phil, TX-97: Phil wrote us a rather depressing letter to inform us that he received word on good authority that Huntsville PD will be going to UHF and will also have DVP scramblers in the near future. Phil heard they plan on using the DVP's 100% of the time! Once Huntsville PD vacates their old VHF freq, the Walker Co. S.O. plans on taking over that freq for their own use, plus they will be getting a 12 ch. capable dispatcher's console, with phone patch capability and cross repeater patch capability. The news is they also will be getting DVP scramblers because Sam Houston State University PD already has the DVP capability and Huntsville PD will be getting it as well. There is a professional jealousy problem that is causing all these DVP plans. To end this particular bit of news in Phil's own words, it is like a cancer disease. It is spreading everywhere!

Thank you, Phil, for writing to tell us about this bit of news, even if it is a bit depressing. We all are hoping for the best but we shall see.

From Norm Schrein (OH-?): Norm checked in with me once again as he was in the DFW area for business, and reports he heard, straight from the horse's mouth, so to speak, that the Ft Worth Fire Dept. will be converting their present 4 ch UHF system to a system consisting of two 800 MHz (conventional type) channels and two channels are to remain on UHF. The two UHF channels being abandoned by the FD will revert to the Ft Worth Police Dept.'s use after the FD vacates the frequencies.

From Rich, TX-43: Rich writes from the capital city to advise the City Of Austin Housing Authority's maintenance operations channel is on 453.425, callsign unknown. In addition, Rich noted 155.040, callsign KRU 991, active with some phone patch type traffic. He does not know the agency using this freq. Can anyone help Rich out with some info? (Ed. note: This editor is curious as well. I would like to be informed as well once an agency ID has been made.) 154.040, callsign KCW 701, is used as a pager for UT/Austin personnel. What Rich heard did not have any relation to U.T. traffic.

From a new Texas resident, Brad, OH-138: Brad, who now makes the Lone Star state his home, has begun contributing to his new home's regional column with a listing of the Ft Worth PD channels and their codes.

FT WORTH PD RADIO CHANNELS

Ch 1	460.050 R	-- North dispatch	E & F units
Ch 2	460.100 R	-- West & Traffic dispatch (from POLICE CALL)	C & D units
Ch 3	460.150 R	-- Information Ch. (from POLICE CALL)	
Ch 4	460.200 R	-- Car-to-car ch. (from POLICE CALL)	
Ch 5	460.250 R	-- South dispatch (from POLICE CALL)	G, H, & R units
Ch 6	460.300 R	-- East dispatch (from POLICE CALL)	A & B units
	158.790 (S ?)	use at present undetermined	

Note: Also hearing "L" units. Units ID phonetically with a number attached to letter unit.

Brad also is looking for <u>any</u> and all info for the following agencies: Tarrant County S.O. and other county level agencies, Ft Worth, Hurst, Euless, Bedford, and North Richland Hills. Please help a fellow member out by passing along anything that you might have on these locations. Whether it be on police, fire or ambulance activity or something else, it doesn't matter. Also, Brad is looking for code lists. So please let this editor know if you have anything that could help Brad out.

FT WORTH PD CODES

RADIO CALLS

Code 1 - At your convenience
Code 2 - Urgent - Requires immediate action without endangering personnel or equipment
Code 3 - Emergency - Requires immediate Action

PROCEDURE AND OFFICER DETAILS

10-1 thru 10-9 Same as APCO 10-code
10-10 On minor detail--subject to call
10-11 Stay in service
10-12 Officials or guests present
10-13 Weather or Road information
10-14 Convoy or escort
10-15 Have prisoner in custody
10-16 Meet officer at _____
10-17 Pick-up papers at _____
10-18 Anything for us?
10-19 Nothing for you.
10-20 Location?
10-21 Call _____ by phone
10-22 Report in person to _____
10-23 Arrived on the scene
10-24 Completed assignment
10-25 Personnel on duty?
10-26 Holding subject - rush reply
10-27 Request Driver's License info
10-28 Request full registration info
10-29 Check records for wanted or stolen

EMERGENCY OR UNUSUAL

10-31 Send a Justice of Peace
10-33 Emergency traffic - clear channel
10-34 Trouble at station - assistance needed
10-35 Render assistance
10-36 Assist police unit (not on radio call)

ACCIDENT AND VEHICLE HANDLING

10-50 Request Police Dept. wrecker
10-51 Send _____ wrecker, owner's request

SIGNAL CODES

1. Accident - minor
2. Accident - major
3. Accident - hit & run
4. Assault
5. Assault - criminal
6. Abandoned bicycle
7. Burglar alarm - silent
8. Burglar alarm - at scene of audible
9. Burglar in building
10. Burglar investigation
11. Cutting
12. Deceased person
13. Demented person
14. Disturbance
15. Disturbance (domestic)
16. Dog bite victim
17. Mad dog
18. Dog ordinance violation
19. Drunk
20. Drunk down
21. Drunk in car
22. Drunk - driving (DWI)
23. Fight
24. Fight - gang
25. Fire call
26. Hospital call
27. Injured person
28. (Meet) Ambulance
29. Meet complainant
30. Parked car or parking violation
31. TV-On view (No goldenrod required)
32. Person with a gun
33. Prisoner pick-up
34. Prowler
35. Prowler in yard
36. Robbery
37. Shooting
38. Suspicious person
39. Suspicious person in car
40. Theft investigation
41. Abandoned car
45. Cancelled call

10-52 Send rotation wrecker, owner's request
10-53 Report for duty on license check lane
10-54 Assist electrician, traffic signal trouble
10-55 Report for radar detail
10-57 Work school crossing

47. Escort
50. Information
51. Investigation
52. Loose stock
53. Malicious mischief
54. Meet ____
55. Missing person
56. Open door
57. Open window
60. Stolen Car
61. Other
63. Assist (back-up)
64. Serving subpoena
65. Vacation check (residence)
66. Business house check
67. Burglar in building (possible)

SERVICE CALLS

43. Coffee break
44. Court
46. Eating break
48. Flat tire
49. Garage
58. Radio repair
59. Report to hospital
62. Unit secured
99. Out of car

Thanks a million, Brad! May this be just the beginning of what we can hope to be hearing from you in the future. On behalf of all our Texas members, may I add all our wishes of "Welcome to our area".

And now to close out this month's column, we have another map from Dave, TX-32, who so diligently prepared the graphics for our use. See you next month with more info from the South Central U.S.

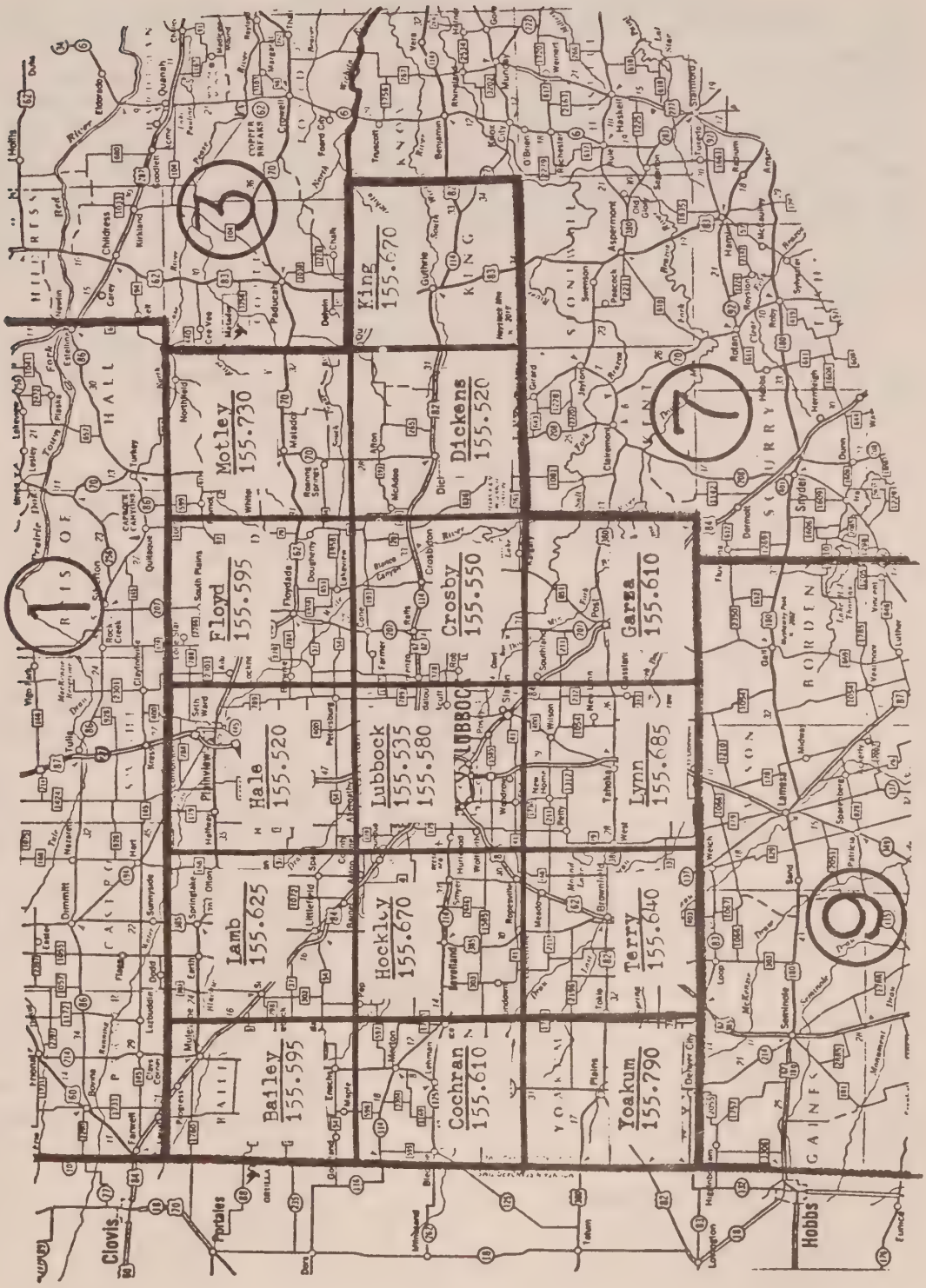
Region 2 -- SPAG / South Plains Association of Governments

(Note: Based upon FCC license files--unconfirmed)

	County	Co.Seat	S.D. Base/Mob.
1 -	Bailey	Muleshoe	155.595/156.030
2 -	Cochran	Morton	155.610/154.890
3 -	Crosby	Crosbyton	155.550/155.850
4 -	Dickens	Dickens	155.520/154.890
5 -	Floyd	Floydata	155.595/155.970
6 -	Garza	Post	155.610/(154.830) (154.770)
7 -	Hale	Plainview	155.520/154.815
8 -	Hockley	Levelland	155.670/154.710
9 -	King	Guthrie	155.670/154.740
10 -	Lamb	Littlefield	155.625/154.740
11 -	Lubbock	Lubbock	155.535/(154.785) 155.580/(155.685)
12 -	Lynn	Tahoka	155.685/(154.830) (154.770)
13 -	Motley	Matador	155.730/154.710
14 -	Terry	Brownfield	155.640/154.860
15 -	Yoakum	Plains	155.790/154.770

From Dave, TX-32:

2 SPAG



PUBLIC SAFETY — NORTH CENTRAL:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Iowa, Kansas, Missouri, Nebraska, N. Dakota, S. Dakota, and Minnesota:

Michael W. Scheel, RR #1, P.O. Box 221, Walcott, IA 52773

Welcome to another North-Central column. Again we have some more from Minn-St. Paul, Cedar Rapids, and now Des Moines and Kansas City areas.

I recently received a review copy of Fox scanner radio listing for Minn.-St. Paul area. It's by Norm (oh-145). There was no price but I assume it's in the 6 to 12 dollars price range. It has quite a range of services covered. The listing is broken down into alpha, call letters, and by service. While it is long on licensee information it is rather short on system details. It is not in the catorgory as the Southern Calif. Police Call. if you are familiar with it. As I do not live in Minn-St. Paul area I can't say it is accurate but would assume it is . So I can't recommand or say not to get it, anyone on their own would have to make a value jugement.

Onto the Column.

With the new FCC microfliche out. I have noticed new listings around the NC area. This month I'll list licensees for 453.050 & 453.100 that are not in Police Call. If you like this idea write in or I'll drop it there is a lack of response.

453.050	PL	KFD506	City of Ames	Iowa
	PL	KRV302	Glecoe City Light & Power	Minnesota
	PH	KNCX503	County of Pawnee	Nebraska
	PL	KNDQ460	White Bear Lake	Minnesota
	PP	KNFW764	Great Bend	Kansas
453.100	PH	KWJ431	Humboldt County	Iowa
	PH	KNBL462	McPherson County	Kansas
	PH	KNCK623	Miami County	"
	PL	KNFW500	Scott County	"
	PP	KNBN861	Bismark (STATE)	N. Dakota
	PH	WXP621	Washington County	Nebraska
	PH	KMA739	Burt County	"
	PL	KNBY395	Yankton County	S. Dakota

-----IOWA----------

Here is some corrections and additions to The Cedar Rapids area information from Randy (IA-42).

CRPD
101 Chief of Police
102 Asst. Chief of Police (Detective Bureau)
103 " " " " (Safety Education Bureau)
104 " " " " (Patrol Bureau)
105 " " " " (Traffic Bureau)
397 reserve Helicopter

Linn County Sheriff
101 Sheriff
102 Asst. Sheriff (Detective Bureau)
200s County Conservation Officers
400s Jail Personnel
800s Rural Police
- 810s Center Point
- 830s Palo
- 840s Hiawatha
- 860s Mt. Vernon
- 870s Lisbon

Code 11 Sheriff's Garage

A pager test for the Sheriff Dept is conducted on Saturday about 3:45 pm.

Detective Units
102,104,111,116,120,123,128, 129,131,166,173,174

Linn County Fire

210s	Mt. Vernon VFD	213,Tanker
280s	Hiawatha VFD	280'tanker',281,283,284,285,289
290s	Ely VFD	290,294,295,296,Grass Buggy
310s	W.Bertram VFD	310,313,314,Grass Buggy
340s	Palo VFD	349
350s	Fairfax VFD	350,355,359'Tanker'
360s	Robins VFD	360
400s	Lisbon VFD	400,401,403,404,405,407,409,tanker

Paging tests are conducted on Saturday at about 3:45 pm

CR School District uses 33.04 Buses
461.675 Bldg Maintenance
464.750 Special EDucation Buses
154.600 Washington High Security

From Ed Houck (IA-45) who lives in Des Moines. We have some information and a question.

Railroad Detectives have been on LEA in the Des Moines area (155.790) R is the prefix for ID numbers.

Regarding my question about Fair Police supervisors carrying both a VHF and UHF portables. During the State Fair, the DMPD uses. Ch4 (460.400) as traffic control for the streets and gates around the fairgrounds. Because they run out of parking spaces in the normal lots. They direct the cars to lots that are in the middle of the grounds.

He has a question about 155.850 use in Iowa. Well it is suppose to be use:a portable channel. Usally with a power of 5 watts. Also as an alternate channel for Information Base. Below is two examples showing this.

Portable	F1		155.850	HH	PORT
	F2	155.250	155.850	BH	Base
Mobile	F2	155.250	155.910	BM	INFO

Most Handhelds only have 4 channels, but my local County has 8 channels HTs. I seldom hear anything on it, just an image of a aircraft frequency on my Bearcat

Ed also sent a copy of the Iowa DPS 10-Code. Here are the ones different from the APCO 10-Code

10-81 inview of Patrol
10-83 welfare check
10-85 will be late
10-86 request for overtime auth.
*10-91 unnecessary use of radio
10-150 disable repeater

*in addition with 10-30 illegal use of radio

Also from ED Iowa DPS Technical Facilities (Radio Repair)

Belmond,Cedar Rapids,Des Moines,Maquoketa

CR and Maquoketa may since been combined and moved to Coralville

Before we leave Iowa for this month. I would like to announce the Iowa Highway Patrol is starting to receive Extenders. They have a new allocation on 453.625/458.625 2 watts 1200 mobiles,500 handhelds,10 aircraft on KQ7633. It is believe that mobiles can be used a normal repeater besides it's normal extender use.

-----Missouri----------

From Michael Harris (mo-84) we have Kansas City Fire Dept.(MO)

F1	154.130	154.010 BM	Dispatch
F2		154.130	
F3	154.280	154.280 BM	Mutual Aid
F4	154.445	154.445 BM	Fireground

Station	List	Pumper	Truck	Squad	Chief
4	4000 NW 64th St	4			108
6	2600 E. Parvin	6	Q12		103
7	616 West Pennway	2,9	6		
8	1517 Locust	8			102
10	1505 E 9th St	10	3	10	101
16	9205 NW 112th St	16		16	
17	3401 Paseo	17,31	2		
18	3211 Indiana	11,18	5		
19	4012 Washington	19	7		
23	4777 Independence	12,23	10		104
24	2039 Hardesty	24			
25	Missouri Ave & OAk	25	1		
27	6600 E.Truman RD			27	
28	930 Red Bridge Rd		Q28	28	

Public Safety - North Central continued

29	1414 E. 63th St	29	Q11		
30	7534 Prospect	30			
32	4928 Main	32			106
33	7504 E.67th St	33			
34	4836 N.Brighton	34			
35	5005 Swope Parkway	35	9		105
36	9445 Holme	36			107
37	7708 Wornall	37	Q8		
38	8100 N. Oaktrtwy		Q38	38	
39	10003 E.47th St	39	Q13		
40	5200 N. Oak Trtwy	40			
41	5700 E. Bannister	41			
42	6006 Red Bridge RD		Q42	42	
43	12900 E.50 Highway	43			
44	7511 NW Barry RD	44			
45	500 E. 131th ST	45			
47	5130 Dramus RD	47			

Non-APCO Codes

10-10	out of service - subject to call
10-23	standby for dispatcher only
10-45	wreck
10-46	mechanical breakdown enroute to fire unable to continue
10-47	send mechanic
10-48	send amblunce to
10-50	give address of fire
10-51	send fire investigator
10-89	send radio man
10-90	send police
10-91	send gas truck
10-97	on the scene

Next month we will have more from around KC area from Michael. He would like the security channel for Childrens Mercy Hospital if anyone has it please send to me and I'll see he gets it.

-----Minnesota----------

Here is a continued list from ANON. (MN-00)

University of Minnesota

Minneapolis	155.895
Duluth	"
Waseca	"
Morris	154.115
Crookston	"

State Universities

St. Cloud	154.115
Moorhead	"
Mankato	155.025
Winona	"
Bemidji	154.965
SouthWest(Marshall)	155.085

State Hospitals

Moose Lake	154.100
Brained	"
Fairbault	154.085
St. Peter	" & 155.925
Fergus Falls	154.025
Rochester	158.775
Cambridge	"

Metropolitan Transit Commission (additional from microfliche)

452.375
452.475
452.750

We have been given permission to reprint some information from Fox guide.

Ch 1	460.025	3rd Precinct (south)
2	460.100	4rd Precinct (north)
3	460.175	2nd Precinct (NE) & 5th Precinct (sw)
4	460.250	car to car, car to precinct
5	460.350	teleprinters
6	460.500	"
7	460.425	Minneapolis-St. Paul CO-OP
8	460.275	Metro Emergency

200 to 500 Precincts
700 Special Operations (street crime divison)
800 Park Police
900 traffic divison

Public Safety - North Central continued

1000 reserves
1100 robbery, homicide
1400 juvenile
1800 UM police
1900 Housing

Examples

300	Precinct Station	340-341	4th District Squads
301-302	Capt. ,Lts.	350-351	5th " "
304-309	Sgts.	360	roving squads
310-311	1st District Squads	370	Power shift Squads
320-321	2nd " "	380	Detectives
330-331	3th " "		

That is it for this month. C U next month. 73 -30-

PUBLIC SAFETY WEST

Send Public Safety and Special Emergency frequencies, radio system details and questions for Alaska, Arizona, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming to:

George N. Hoggatt, 17473 E. 16th Dr., Aurora, CO 80011

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Welcome to a new year. Actually, if all goes well, you should receive this before the new year, but with the Christmas mail load maybe not. Anyway another column is at hand. The contributions are a little better this month. In case you didn't notice, we've gone back to the "funky" heading. It isn't anything near as good as California's and now everybody knows why I work with computers instead of as a graphic artist.

For the last several months, I have been ranting and raving about no data. I am sure two or three of you have been saying "That jerk, I sent him something and it has never been printed." The problem is that what was sent was an article. Now since all magazines and newspapers are copyrighted, I can't use it without permission. I do have all of these and will try and get permission soon, if I have the address of the publication. If you send in and article, be sure and include the name and address of the source and the date it appeared. If you want to get permission before sending it in, by all means do so.

Hope the holidays were/are/will be good to you. Now on to the data.

IDAHO

ADA COUNTY [Casey Crookham OR-054]

Casey notes that the Ada County codes recently printed are used by Caldwell and Nampa PD's too.

IDAHO STATE POLICE [Casey Crookham]

The Idaho State Police is implementing new radio equipment and frequencies in District 3. So far the channel plan goes like this:

BASE	MOBILE	SERVICE	TYPE	CHAN	REMARKS
460.100	465.100	POLICE	repeater	1	old ISP dispatch
460.550	465.550	POLICE	repeater	6	been used as dispatch on a "when working" basis
460.150	465.150	POLICE	repeater	11	Payette, Washington, Adams County dispatch
460.325	465.325	POLICE	repeater	12	Canyon County or 460.45 Ada County dispatch
460.525	460.525	POLICE	simplex		heard and ID'd as "car to car"

IDAHO MISC [Mark Johnson ID-012]

460.150	465.150	POLICE	repeater	primary	Blaine County Sheriff
159.165	159.165	HIGHWAYS	simplex		Camas County Road and Bridge Dept. Camas School Dist. 121 school buses
460.475	465.475	POLICE	repeater		Camas County Sheriff also uses ISP Dist. 4 Elmore County Sheriff KOI861 also uses ISP Dist. 3
460.200	465.200	POLICE	repeater	primary	ISP District 4 Twin Falls
154.415	153.890	FIRE	repeater		Ketchum/Sun Valley FD dispatch
154.445	153.770	FIRE	repeater		Pocatello FD

NEW MEXICO

NEW MEXICO MISC. [P. Fonlan]

This member or potential member would like to have the Signal codes used by the Rio Rancho Police and Fire. If you can help send them to the column and I'll forward them plus let the whole world know.

155.805	155.805	LOCAL GOVT.	simplex	Rio Rancho Police and Animal Control
155.715	155.715	LOCAL GOVT.	simplex	Corrales PD

Both of the above use New Mexico State Police 155.550 for car to car.

WASHINGTON

WASHINGTON STATE POLICE [Andy Ballas OR-018]

155.520 is used for radar enforcement in Clark County

KING COUNTY [Ron Murray CA-VE-012]

The latest info from the King County Radio Room is that the Federal Way area ("G" sector) will be getting their own radio frequency. This to light several things. First of all, this could explain the future use of 460.525 which is currently simulcasting 460.450, the Southeast Radio frequency. In all probability Federal Way will receive the new frequency and the "F" sector will retain 460.450. If you look in the 1983 edition of Police Call, Vol. 9, you will notice a new license on all frequencies of KNCE506, transmitter location Tacoma, which is probably the primary site for Federal Way. There is a group that is pushing for incorporation of this area, which would make it one of the five largest cities in Washington.

I have also noticed that some cars in Federal Way are now using the call sign of "4-G-xx". Since the firest number usually indicates the shift, I can only guess that this might be a late swing shift or something similar.

SEATTLE METRO (bus system) [Layne Bladow]

453.375	458.375	LOCAL GOVT.	repeater	Supervisors
453.525	458.525	LOCAL GOVT.	repeater	Supervisors and Maintenance
452.650	452.650	MOTOR CARRIER	simplex	Buses (best for listening)
452.725	452.725	MOTOR CARRIER	simplex	Buses

SEATTLE POLICE UNIT NUMBERS [Ron Murray]

I was able to obtain the Seattle Police radio call signs from the most current SPD Manual. I have typed them up in numerical order {that makes a big difference in reading the list - editor}. The unit numbers as printed in Police and Fire Frequency Listing are not radio numbers. They refer to the various Departments, Divisions, Squads, Details, etc. When an officer writes a report, he will sign it with his serial number and unit number e.g. 1234-410 meaning officer 1234 of West Precinct.

Also, F-1 is in use-simplex, car to car only, It is not monitored by the radio room. Also, F-8 is monitored by K.C.D.P.S. radio.

SEATTLE POLICE DEPARTMENT
KRV-381

F1 - 460.375	(s)	Car to car direct
F2 - 460.425	(r)	Data, wants and warrants
F3 - 460.475	(r)	South precinct
F4 - 460.075	(r)	North precinct
F5 - 460.125	(r)	East precinct
F6 - 460.175	(r)	West precinct
F7 - 460.250	(r)	Car to car repeater, overflow, special events
F8 - 460.550	(r)	Countywide Mutual Aid Radio System M.A.R.S.

Car No.	Title or Assignment
1	Chief of Police
2	Asst. Chief-Operations Bureau
3	Asst. Chief-Field Support Bureau
4	Asst. Chief-Investigations Bureau
5	Asst. Chief-Administrative Services Bureau
6,7,8	Mayor's Aides
9	Mayor
10	Major-Inspectional Services Division
20	Major-Patrol Division
21	Captain-West Precinct Commander
22	Captain-North Precinct Commander
23	Captain-South Precinct Commander
24	Captain-East Precinct Commander
25	Major-Special Operations Division
26	Captain-Traffic Section
27	Captain-Metropolitan Section
40	Major-Criminal Investigations Division
41	Major-Vice and Narcotics Section
101	Legal Advisor
102	Chief's Administrative Aide
104-109	Public Information Unit
110	Captain-Internal Investigations Section (I.I.S.)
111-112	Lieutenant-Internal Investigations Section
113-129	I.I.S. Investigators
151	Lieutenant-Inspections and Policy Section
152-159	Inspections and Policy Section
160	Director-Fiscal, Property, and Fleet Management Div.
161	Sergeant-Fleet Control Section
201	Lieutenant-Patrol Operations Section
202	Sergeant-Tactical Coordination Unit
203-204	Tactical Coordination Unit
205	Sergeant-Patrol Administration Unit
206-209	Patrol Administration Unit
211	Lieutenant-West Precinct, 1st Watch Commander
212	Lieutenant-West Precinct, 2nd Watch Commander
213	Lieutenant-West Precinct, 3rd Watch Commander
221	Lieutenant-North Precinct, 1st Watch Commander
222	Lieutenant-North Precinct, 2nd Watch Commander
223	Lieutenant-North Precinct, 3rd Watch Commander
231	Lieutenant-South Precinct, 1st Watch Commander
232	Lieutenant-South Precinct, 2nd Watch Commander
233	Lieutenant-South Precinct, 3rd Watch Commander
241	Lieutenant-East Precinct, 1st Watch Commander
242	Lieutenant-East Precinct, 2nd Watch Commander
243	Lieutenant-East Precinct, 3rd Watch Commander
261	Sergeant-Parking Enforcement Unit
262	Lieutenant-Special Enforcement, Traffic
263	Lieutenant-Motorcycle Patrol Unit, Traffic
271	Lieutenant-Special Patrol Unit
272	Lieutenant-Harbor Patrol Unit
273-275	Sergeants -Harbor Patrol Unit
311	Lieutenant-Criminal Information Section
312-319	Criminal Information Section Detectives
330	Director-Communications Division
331	Lieutenant-Communications Division

Public Safety - West continued

332	Sergeant-Communications Division
333	Emergency Communications Bus
340	Major-Crime Prevention Division
341	Sergeant-Commercial Security Section
342-349	Commercial Security Section
350	Director-Community Crime Prevention Section
351-359	Community Crime Prevention Section
361	Sergeant-School Safety Unit
362-369	School Safety Unit
370	Lieutenant-Special Activities Section
410	Captain-Crimes Against Persons Section
420	Captain-Crimes Against Property Section
430	Lieutenant-Special Assignments Unit
440	Captain-Narcotics Section
450	Captain-Vice Section
600-624	Homicide-Assault Unit
626-634	Sex Crimes Squad
635-659	Robbery Unit
661-709	Burglary-Theft Unit
710	Lieutenant-Commercial, Anti-Fencing Unit
711-719	Property Recovery Squad
720-729	Anti-Fencing Squad
730-739	Commercial Squad
746-759	Check-Forgery Squad
760-769	Felony Warrants Squad
770-777	Fraud-Explosives Squad
778-779	Polygraph Detail
780	Lieutenant-Vehicle Crimes Unit
781-809	Accident Investigation Squad
810-829	Auto Theft Squad
830-869	Vice Section
875-909	Narcotics Section
910-959	Juvenile Section
501	Psychologist
502	Chaplain
510-518	Personnel Division
520-539	Training Division
540	Captain-Records and Evidence Division
542	Identification Unit
543	Photo Lab

A) First number indicates the watch:
1- 0400 to 1200
2- 1200 to 2000
3- 2000 to 0400
note: exception is traffic units

B) Second letter indicates district or unit:

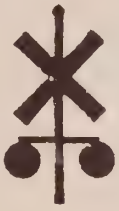
A- Reserved for special events
B- Ballard district, North Precinct
C- Capitol Hill district, East precinct
D- Denny Way district, West precinct
E- Eastlake district, East precinct
F- 2-F-1 to 2-F-9 Mounted Patrol Unit
G- Garfield district, East Precinct
H- Harbor 1 to Harbor 9, Harbor Patrol Unit
I- 2-I-1 to 2-I-25 Special Activities Section Units
J- Reserved for special events
K- King Street district, West precinct
L- 2-L-1 Detox Van
M- Reserved for special events
N- North district, North precinct
O- Reserved for special events
P- Reserved for special events
Q- Queen Anne Hill district, West precinct
R- Rainier district, South precinct
S- South district, South Precinct
T- 7-T-1 to 7-T-89 Traffic enforcement
8-T-1 to 8-T-56 Parking Enforcement

Public Safety - West continued

U- University district, North precinct
V- Reserved for special events
W- West Seattle district, South precinct
X- not used
Y- Reserved for special events
Z- 2-Z-2 to 2-Z-30 Special Patrol Unit
K9- K9-1 to K9-20 Canine Unit

C) Third number(s) indicate beat or type of unit
Second car in a beat- indicated by doubling the beat number e.g. 2-S-44
Umbrella cars- no assigned beat within a district-use the numbers 01 to 09 e.g. 3-C-01
Foot beats- use the numbers 90 to 95 e.g. 2-K-91
Plainclothes patrol- use the numbers 96 to 99 e.g. 3-W-97
Patrol Wagons- use the number 10 e.g. 2-D-10
One car assigned to multiple beats-use the two beat numbers e.g. 2-R-12
Patrol Sergeants-use the watch and district designators only e.g. 2-Q or 3-W

That's it for now. Please Please Please send data. Don't wait for something to appear from your area, you be the first in your block to have you name in a famous international magazine. So Long. Geoge



Railroads

Gary L. Sturm and
Bill Farmer, Editors

Send information about railroad frequencies and their uses, railroad radio system details, and related questions to:

Gary L. Sturm, 1506 W. Hively Ave., Elkart, IN 46517

Season's Greetings from the Railroads Column and its editors! This month we have a special report from far away.

RAILROAD RADIO IN AUSTRALIA

by Bill (CA-VE-010)

During a visit in April of 1983, your editor gathered some information on the use of radio by the Australian Railways. In general it was found that radio has been in use by the railways there for a much shorter time than it has here at home. Frequencies also came from Arthur (AUST-001) and Larry (MI-001) who found some data in "Dick Smith's Australian Radio Frequency Handbook."

The railways of Australia are interesting and varied. The country comprises six states and one territory. Each state has its own railway system, which in most cases is owned by the state itself. There are a few private railways and a federally owned and operated system called Australian National (AN). Unlike here in the United States, there are three different track gauges in use by the major railway systems. Here is a summary of the systems we'll be talking about:

State	Name of Railway System	Gauge
Queensland	Queensland Railways	3' 6"
New South Wales	State Rail Authority of N.S.W.	4' 8-1/2"
Victoria	VicRail	5' 3"
South Australia	State Transport Authority	5' 3"
" "	Australian National	4' 8-1/2"
Western Australia	Westrail	3' 6"
Tasmania	Australian National	3' 6"
Northern Territory	Australian National	4' 8-1/2"

QUEENSLAND

Queensland Railways may be the most interesting of the Australian systems. Extending from the tropical East Coast to the arid interior, it has an electified commuter service in Brisbane, and uses radio-controlled slave locomotives on coal trains. It provides sleeping car and coach service on several long-distance passenger trains, and uses ancient wooden coaches on a quaint tourist train out of Cairns in the north. All of this on narrow gauge tracks!

The UHF band is used by Queensland Railways. There is a road channel for country (long distance) trains with repeaters every 20 miles so that trains can communicate with the train controller (dispatcher). There is also a yard channel. In Brisbane, the suburban (commuter) lines are being electrified with a 25,000 volt AC system. The new electric trains are equipped with UHF radios and two channels are in use. Channel 1 is used on the north lines and channel 2 on the south. The channel changeover point is located just north of the Roma Street Station where the tracks enter a tunnel under the downtown area.

NEW SOUTH WALES

The State Rail Authority of New South Wales runs several long-distance passenger trains, extensive freight service including heavy coal hauling, and an electrified suburban service in Sydney, the country's largest city. One of the trunk lines near Sydney is six tracks wide!

Radios are in use only on premiere passenger trains and in the suburban zone. Goods (freight) trains and local passenger trains are not yet equipped with radios. On the north end of the line to Brisbane, there is no radio service yet. Continuous wayside radio coverage is being extended at the present time, in conjunction with the installation of Centralized Traffic Control signaling systems.

Last April the suburban radio system had been in operation only 8 months. Motorola MX330 single-channel handsets were being used as the multiple-unit electric suburban trains had not been equipped with permanent radios. Separate channels were in use for the north and the west lines.

New South Wales	455.200	Railex
Sydney, NSW	463.475	Railway Security
Albury, NSW	463.550	
Newcastle, NSW	83.100	BHP Steel Works locomotives

VICTORIA

All rail lines in Victoria are broad gauge (5' 3") except for one line running to Melbourne from the NSW border at Albury, NSW. This standard gauge line was opened January 3, 1962 to provide through service between Sydney and Melbourne. Prior to that date, passengers had to change trains at Albury. In addition to the country lines, VicRail operates a network of electified suburban lines around Melbourne and is presently buying new rolling stock for this system. Also in the capital city, Melbourne and Metropolitan Tramways Board operates one of the largest tram (streetcar) systems in the world. New trams are currently being manufactured to replace the old cars.

It appears that installation of locomotive radios is currently in progress on VicRail. A railway enthusiast magazine carried a list of locomotives known to be radio equipped. For the tramway system, another magazine reported that Philips Telecommunications Manufacturing Co. Ltd. was awarded a $7 million contract to equip 300 buses and 200 of the new Z series trams with an automatic vehicle monitoring system which will include voice carrying capacity from drivers to base. The first 100 units are to be operable in July 1984.

Victoria	77.240/492.975	VicRail Main Frequency
	467.750/458.250	Railway Security
	468.300/458.800	Dynon Goods (freight) Yard

Railroads continued

	468.775	VicRail
	465.900	VicRail
	82.860	VicRail
Melbourne, Vic.	465.550/456.050	METROL Metropolitan Train Control
	487.175/481.975	Melbourne & Metro. Tramways Board
Gippsland, Vic.	77.240	Gippsland Brown Coal/Elec. Generation
	166.330	"
	166.420	"
	166.480	"
	166.600	"
	166.690	"
	166.750	"

SOUTH AUSTRALIA

The railway structure in this state is a little more complicated. Until 1975 the entire system was run by South Australian Railways. Then it was taken over by a new political entity, the State Transport Authority, with headquarters in Adelaide. The STA turned over country (long distance) operations to Australian National on March 1, 1978. Today the STA operates only the Adelaide suburban services, using self-propelled diesel cars, and the bus and tramway system. There is only one tram line remaining in Adelaide.

Two-way radios were installed in the Adelaide suburban train equipment beginning in 1979. One frequency is used for the entire system. Direct communication with the Train Control Centre is provided, and there is an emergency button to allow priority communication over trains making routine transmissions. The equipment was manufactured by Philips-T.M.C.

On the Trans-Australia line to the western part of the country, Australian National does not use radios. The trains must stop at each station and contact the train controller (dispatcher) by telephone to receive clearance to proceed to the next station.

WESTERN AUSTRALIA

Formerly known as Western Australian Government Railways, the system here is now called Westrail. All of the lines are narrow gauge except for a standard gauge line from Kalgoorlie to Perth which allows the famous "Indian-Pacific" passenger train from Sydney to complete its transcontinental journey to the west coast. Centralized Traffic Control is being installed on heavily used lines and there is wayside radio coverage. One of the newest CTC installations is in the southwest region where a new control center at Picton Jct. opened September 25, 1981.

Radio in Westrail began with the use of Citizen Band type units on one line in the early 1960s. Later, VHF mobiles and bases were installed for the iron ore haulage between Westmine and Geraldton. In the late '60s, the K class locomotives were provided with mobiles and in the early '70s the Kalgoorlie-Koolyanobbing wayside radio bases permitted communication between trains on that route and the controller at Merredin. UHF sets were used for the first time in the Forrestfield Marshalling Yard installation. The most recent projects are the installation of a microwave link between Midland and Northam and the extension of the Kalgoorlie-Koolyanobbing system to give full coverage through to Kwinana.

In the VHF band, there are 10 channels located between 168.430 and 169.270. Your editor searched this band with his BC-100 and heard rail activity on 168.430, 168.525, 168.545, and 168.580. Interspersed were fire departments on 168.905 and 168.715.

In the extreme northwestern part of the state are two major private railroads owned by Mt. Newman Mines and by Hamersly Iron. They haul iron ore from inland mines to northern ports for shipment. Gary is contacting them for information on their radio systems and we hope to have it for you soon.

TASMANIA

The narrow-gauge railway system in the island state of Tasmania was taken over by Australian National on March 1, 1978 and passenger service has been discontinued. Your editors have no information on radio use by Australian National in this area.

NORTHERN TERRITORY

Until 1976, there was a narrow-gauge line called the North Australia Railway operating out of Darwin in the extreme northern part of the country. Declining traffic and hurricane damage put it out of business. The narrow-gauge line to Alice Springs from the south was abandoned in 1980 after a new standard-gauge line using a different route was completed. This line is operated by Australian National. The federal government has begun a project to extend the line north from Alice Springs to Darwin. Surveying of the route is presently underway, and it is hoped to have the new railway in service by 1990.

We hope this brief overview of railroad radio "down under" has been interesting. Unfortunately it has been difficult to obtain specific frequency information. We have none at all for Queensland, South Australia, or Tasmania. If any members have additional information on the subject we would like to publish it.

COMPREHENSIVE RAILROAD FREQUENCY LIST

The third edition of the "Compendium of American Railroad Radio Frequencies" is ready for sale. Bigger and more inclusive than ever. Lists over 460 railroads, industrials, shortlines, rail rapid transit lines, tourist, museum operations and governmental rail operations. More Canadian listings than any other publication. Also Mexican operations. Compiled by Gary L. Sturm of Extra 2200 South Magazine and Co-editor of the RCMA Railroad Column, Mark Landgraf of the railroad industry and computer edited and compiled by Bill Farmer of the RCMA Newsletter. Get your copy for $8.00 first class postpaid. Send to:

Mark J. Landgraf
3 Coralberry Circle
Albany, NY 12203

Thanks to Tom (NJ-126) and Chris (CANA-061) for sending articles to this column. Their contributions will be appearing next month. Until then, here's wishing you all a Happy New Year of monitoring!

—Gary & Bill

This column is for the exchange of space communications systems (manned or unmanned), frequency information, orbital data, hobby receiving equipment and antennas. Questions and column input pertaining to Space Communications Monitoring should be sent to:

Larry Van Horn (TN-014),1111 N. Carrier Pkwy., B-107, Grand Prairie, Texas 75050.

Greetings and welcome to the first Space Comm of the New Year. I hope everyone had a fine holiday season and is ready for what this new year will bring. Very best to all from Gayle, Loyd and myself. This month's column will start to analyze an interesting part of satellite listening some monitorist might have failed to consider. Weather satellite monitoring can be fun and relatively inexpensive. It will take me several columns to cover this subject so bear with me if you would. Without further ado on with this months Space Activity report.

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SPACE ACTIVITY REPORT

83-102A	Cosmos 1502	10/5	92.3	65.8	416	373	Mission: Minor Military Xmsn: unknown
83-103A	Cosmos 1503	10/12	100.9	74.0	826	790	Mission: Military Store/ Dump COMSAT. Xmsn: unknown
83-104A	Cosmos 1504	10/14	89.3	64.8	326	181	Mission: Military Photo Recon, Xmsn: unknown
83-105A	Intelsat 5F7	10/19	1435	0.1	35800	35800	Mission: International Geostationary COMSAT, Xmsn: 1535 to 1542.5; 3704 to 3781; 3789 to 3861; 3869 to 3941; 3947.5 ‡3952.5; 3959 to 4031; 4037 to 4073; 4077 to 4113; 4117 to 4153; 4157 to 4198; 4192.5 to 4200; 10954 to 11031; 11119 to 11191; 11196; 111454; 11457 to 11698 Mhz.
83-106A	Progress 18	10/20	88.8	51.6	242	185	Mission: Unmanned Supply/tanker freighter variant. Prog 18 docked with Salyut 7 orbiting space station at 1134 GMT on 22 October. Xmsn: 166 Mhz/ 922.750 Mhz.
83-107A	Cosmos 1505	10/21	89.9	72.8	366	207	Mission: Military Photo Recon satellite. Xmsn: 19.989 Mhz.
83-108A	Cosmos 1506	10/26	104.8	82.9	1026	969	Mission: Standard Soviet NAVSAT. Xmsn: 150.0 Mhz.
83-109A	Meteor 2	10/28	101.3	81.1	900	778	Mission: Soviet weather satellite, Series 2. Xmsn: 137.3 ; 137.85 Mhz. APT
83-110A	Cosmos 1507	10/29	91.1	65.0	449	432	Mission: Ocean Recon solar powered, Elint mission. Xmsn: 166 Mhz.

Weather Satellite --- Automatic Picture Transmission System

Satellite pictures received from early weather satellites were analyzed by U.S. Weather Bureau meteorologist, and the results, in the form of hand-drawn "neph analyses" (cloud depiction charts) were transmitted to major forecast centers throughout the United States and overseas. These charts, sent by conventional landline or radio facsimile circuits, often reached these centers too late to be of practical value in forecasting the weather. The Automatic Picture Transmission System was developed to help alleviate this problem by making it possible for forecast centers in any part of the world to receive satellite images in real time -- by direct readout -- whenever an APT equipped satellite passed within radio range of the receiving station.

The first APT system was pioneered on TIROS- 8 (Television Infrared Observation Satellite), launched in December 1963. Several U.S. weather offices were equipped to receive transmissions from this satellite, and plans for building relately simple, low cost ground receiving and display devices were widely distributed to foreign meteorlogical services. By 1965, radio amateurs were designing stations for home reception and publishing design information in popular electronics magazines. Mr. G.R. Kennedy and Ralph Taggert were some of the early experimentors with this monitoring of weather satellites.

Polar orbiting enviromental satellites launched by the United States (TIROS-N) and Russian (Meteor series) as well as the Defense Meteorological Block 5 program are presently transmitting images of the earth and its weather systems via the APT on frequency modulated (FM) frequencies between 137.3 and 137.62 Mhz. The acquisition of facsimile pictures from these satellites is not restricted; therefore, anyone with the proper receiving and printing (display) equipment can receive these pictures on a daily basis.

At the receiving station, the APT signal is detected as an audible tone of 2400 Hz (the subcarrier) which is amplitude modulated (AM) to correspond to the light and dark areas seen by the detecting instrument on board the satellite. The louder portions of the tone represent the lighter areas of the picture and the lower volumes the darker areas. Intermediate volumes produce various shades of gray.

On the new TIROS-N series satellites (TIROS-N and follow-on spacecraft) the APT pictures are produced by the Advanced Very High Resolution Radiometer (AVHRR). This instrument is a 4 channel (5 channel on later spacecraft) scanning radiometer sensitive to visible, near infrared and infrared spectra. The APT signal derived from the AVHRR consist of a multiplexed output of two selected channels of this instrument. The scan of the AVHRR is first converted to a digital format. The digital information is then converted to an analog signal which modualtes a 2400 Hz subcarrier, This subcarrier is then frequency modulated on a VHF rf carrier and transmitted to ground stations.

The scan rate of the current APT is 120 lines per minute (2 lines per second). Because of the multiplexing of the two channels of the AVHRR, one half of each line

scan consists of data from one spectural channel (channel A) and the second half from another selected channel(channel B). Channel selection is determined by ground command from NOAA. Therefore, the final product consist of two different spectral pictures side by side, representing views of the same area of the earth in two different spectral bands.

The Russian Meteor series satellites presently transmitting APT do not have this multiplexing and produce only one picture. The scan rate of 120 lines per minute is the same as the TIROS-N satellites and can be received and reproduced by the same method.

The APT from the polar-orbiting satellites is continous, resulting in a strip of pictures. Radio reception of the signal, however, is limited to line of sight so that the ground station can only receive pictures from the satellite while it is above the ground station horizon. This is determined by the altitude of the satellite and the particular path the satellite follows during the orbit across the receiving station's reception range. The TIROS-N and Meteor series presently in operation are at altitudes between 810 and 890 kilometers. The maximum reception of the signal would be the duration of an overhead pass which will last for about 14 minutes. During this time a ground station can receive a strip of pictures about 5800 kilometers (3600 miles) long.

Reception of the signal is only the first stage of picture production. The audible signal (containing the video) must be fed into an appropriate line printing device before a photograph can be reproduced. It is also possible to tape record the signal and replay it into a printing device to produce additional photographs.

APT is only one function of polar-orbiting weather satellites. They also carry numerous other enviromental sampling instruments which transmit data to earth by radio transmissions at other frequencies. Much of this data is tranmitted in digital form and requires relatively expensive electronic processing to be meaningful.

- -

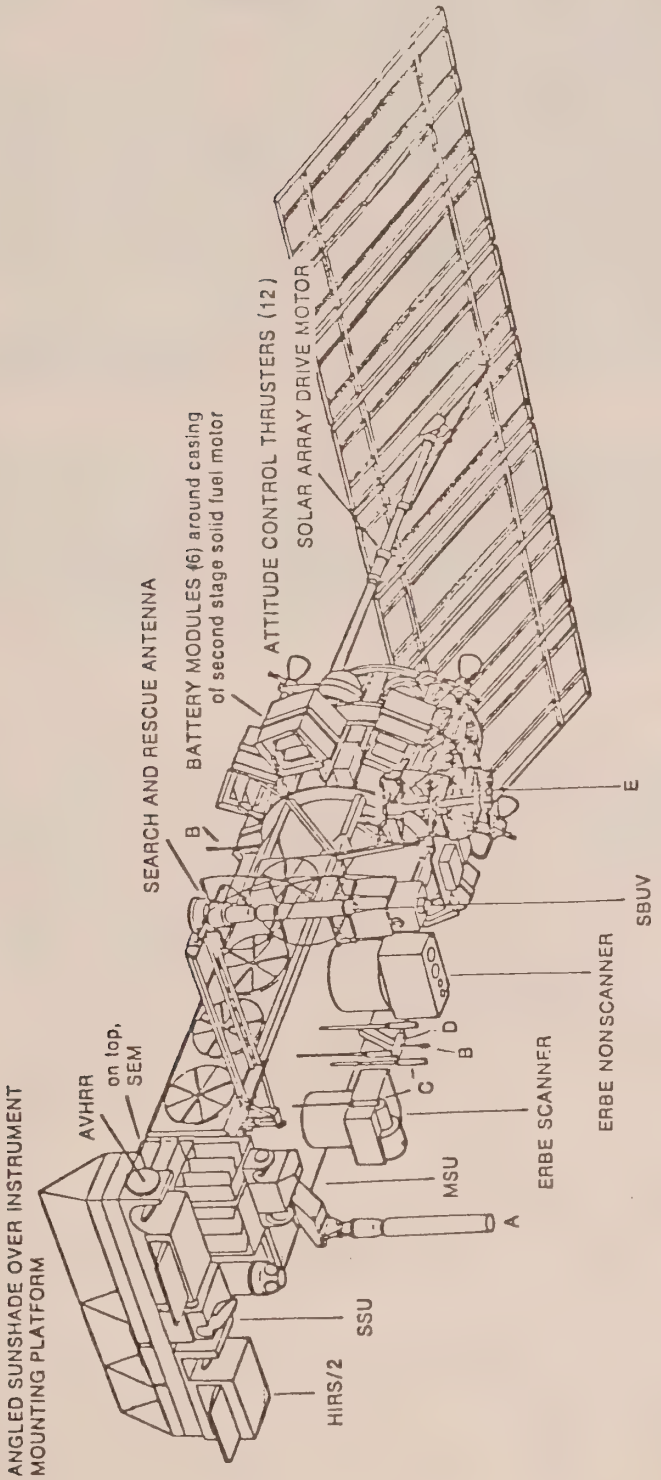
The following is a summary sheet on the new advanced TIROS-N/NOAA E-J spacecraft to provide the monitor/ hobbiest some information on these interesting satellites.

Spacecraft: Total weight - 1,009 kg (2,220 lbs) excluding expendibles
Payload: Weight, including tape recorders - 386 Kg (850 lbs)
Instrument complement: Advanced Very High Resolution Radiometer (AVHRR/2)
High Resolution Infrared Radation Sounder (HIRS/2)
Stratospheric Sounder Unit (SSU)
Microwave Sounder Unit (MSU)
Data Collection System (DCS)
Space Enviromental Monitor (SEM)
Search and Rescue (SAR) Satellite Aided Tracking (SARSAT)
Solar Backscatter Ultra Violet Radiometer (SBUV/2)
Earth Radiation Budget Experiment (ERBE)
Spacecraft Size: 3.71 meters in length (165 inches)
1.88 meters in diameter (74 inches)
Solar Array: 2.37 m x 4.91 m: 11.6 square meters
(7.8 ft x 16.1 ft: 125 square meters)
Power requirement: Full operation- 475 watts
Reserved - 40 watts
Attitude Control System: 0.2 degrees all axes
0.14 degrees determination
Communications: Command Link - 148.56 Mhz.
Beacon - 136.77; 137.77 Mhz.
S-Band - 1698; 1702.5; 1707 Mhz.
APT - 137.5; 137.62 Mhz.
DCS (uplink) - 401.65 Mhz.
SAR - 1544.5 Mhz.
SAR (uplink) - 121.5; 243.0; 406.0 MhZ.
Data Processing: All digital (APT translated to analog)
Orbit: 833; 870 Km nominal, sun synchronous
Launch vehicle: Atlas E/F
Lifetime: 2 years planned

- -

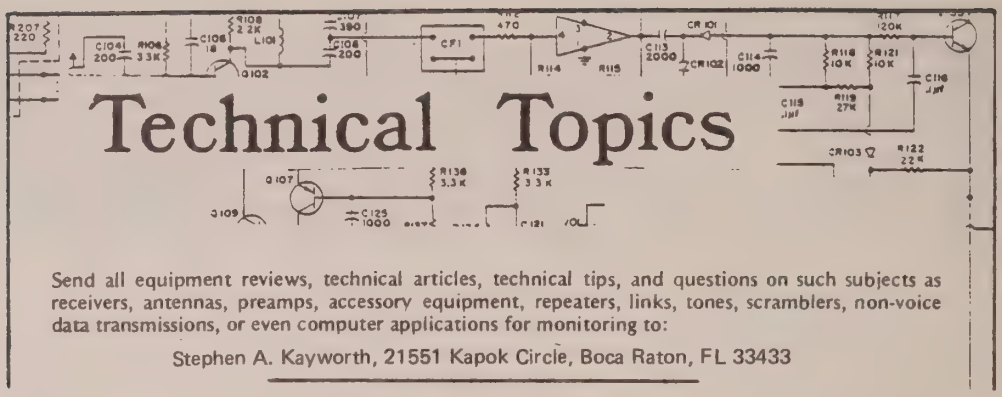
Well that about wraps it up for this month. Hope you all enjoyed this intro to weather satellites. More on this subject will come in the months to come. I'll try to include a pic of the satellite with this column.
Not to much mail this month. Come on guys and gals lets hear from you out there soon My mail man thinks you all have deserted me, hi, hi.
Hope a few of you HAD the piece in your local paper about the pad explosion in Sept at the Russian cosmodrome at Tyrantum. They almost lost 2 cosmonauts. As of this

writing the Ruskies have a hightime Soyuz T-9 docked to Salyut 7 (day 134) and some major problems with the Salyut itself (i.e.- propellant leak, electrical). Monitoring around here has taken on a new importance with these developments. It does pay to monitor satellites.... Hope some of you get bitten by the bug soon. In the near future I will also tell you how to get a satellite tracking program for those of you equipped with computers. Be looking for this bit I hope next month. I use the TIMEX- SINCLAIR 1000 here and it's great for satellite tracking. Till next month best to all from the prairie--- Grand Prairie, N5FPW/WDX5FAO, 73's and 88's to the ladies.....



Advanced TIROS-N Satellite

Antennas identified by letters:
A—UHF for the DCS.
B—S-band omni antennas.
C—Four S-band antennas.
D—Beacon command antenna.
E—VHF real-time antenna.



Technical Topics

Send all equipment reviews, technical articles, technical tips, and questions on such subjects as receivers, antennas, preamps, accessory equipment, repeaters, links, tones, scramblers, non-voice data transmissions, or even computer applications for monitoring to:

Stephen A. Kayworth, 21551 Kapok Circle, Boca Raton, FL 33433

ANATOMY OF A REPEATER

Repeaters have been around for a long time - at least 50 years by some estimates. One of the earliest repeaters is described in FM AND REPEATERS, published by the American Radio ReLay League. It was operated by amateur radio station W1AWW and later as W1HMO. By today's standards, this "repeater" was primitive. It was located near Springfield, Massachusetts "part way up in a 90-foot wooden lookout tower." The 5 meter (around 54 to 61 MHz) transmitter and receiver had to be "patched" together manually by a real live operator. The only time the repeater was on the air was when the operator was "on duty" (pp. 10-11). In 1932 this system was considered state-of-the-art, but in today's fast paced world where instantaneous communication is the norm, the repeaters of old have been relegated to the history books along with the horse and buggy. When you stop to think about though, the repeaters of today are nothing more than advanced versions of those earliest repeaters of 50 years ago.

Like their predecessors, all modern repeaters have a transmitter, a receiver, and some sort of antenna system. Though the early repeaters needed an operator to be on duty to run the equipment, most modern systems incorporate what is commonly called a control package which automatically performs the function of the human operator. Thus, the anatomy of a repeater can be split into three parts - the transmitter/receiver, the antenna system, and the control package. Although there are certain options which can be added to a repeater system, these three items are at the heart of all repeaters.

THE TRANSMITTER/RECEIVER

The function of the transmitter/receiver is to rebroadcast radio signals. This is done by feeding an audio signal from the output of the receiver into the audio input of the transmitter. For any of you who have used two-way radio, you know that when you activate the PTT (push-to-talk) button on your microphone the receiver is muted or switched off. This cannot happen in a repeater system since what the receiver hears is what the transmitter rebroadcasts; therefore, the transmitter and receiver have to be capable of operating simultaneously. This is called "duplex" operation. At first, it may not seem like such a big deal to achieve duplex operation, but there is a problem which must first be overcome: that of receiver desensitization - usually call "desense." Any time a receiver's sensitivity, or its ability to hear, is reduced, we say that it is being desensed. In the case of a repeater, this problem can be quite severe since there is usually a transmitter operating within inches of an active receiver. Some transmitters put out as much as 250 watts of power and that can really create problems for a nearby receiver.

One of the simplest and most obvious solutions to the desense problem is to operate the transmitter and receiver on widely separated frequencies. The further the two frequencies are from one another the less the desense will be. On the UHF band, for example, between 450 and 470 MHz, the separation is usually 5 MHz while at 800 MHz the separation is usually 45 MHz.

Another way in which desense is reduced is by the liberal use of "shielding" and "de-coupling." Shields are most commonly found in the form of solid metal covers that completely enclose both the transmitter and the receiver creating an RF tight enclosure. In some instances, fine wire mesh or screening is used in place of solid metal. De-coupling is commonly accomplished by installing radio frequency chokes (RFC) in series with any circuits that run to or from the transmitter and receiver. Also, these circuits usually have a capacitor connected between them and the chassis of the repeater (see figure 1.). The combination of the the RFC and the capacitor acts as a filter which helps keep the energy from the transmitter out of the receiver thus reducing receiver desense. Receiver desense can also be traced to external sources. The most notable of these is the antenna system.

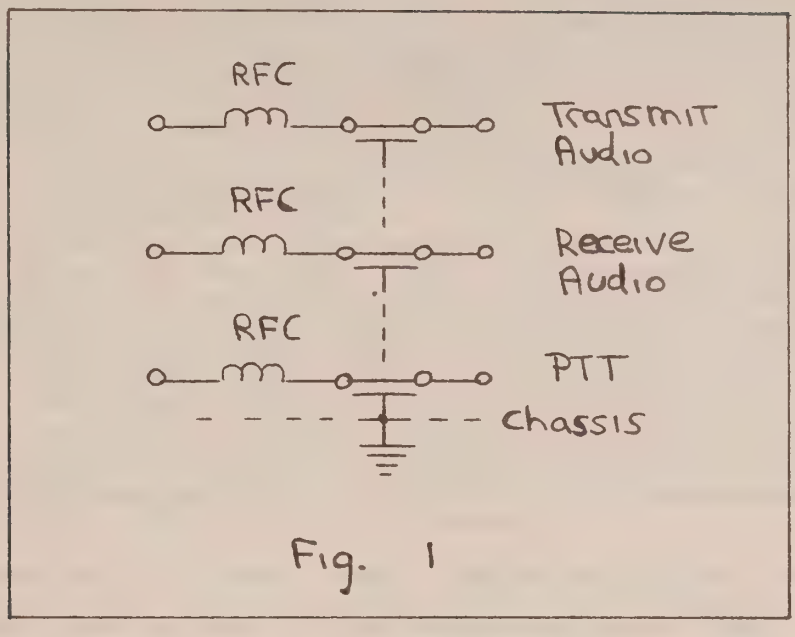


Fig. 1

THE ANTENNA SYSTEM

In general, there are two types of antenna systems associated with repeater systems. The first type consists of two separate antennas and two separate feedlines - one connected to the transmitter and the other connected to the receiver. The use of two antennas serves to isolate the transmitter from the receiver. On UHF, where the the frequency separation between the transmitter and the receiver is 5 MHz, it is possible to operate a repeater with two antennas mounted within a few feet of each other without any receiver desense, but at lower frequencies such as VHF, the frequency separation allowed by the FCC is not as great; therefore, the antennas have to be separated by greater distances.

There are some disadvantages to using two antennas for the repeater. One is the cost. Good feedline can cost in the dollars-per-foot range while an antenna can cost in the hundreds-of-dollars range. It is immediately obvious that this type of antenna system would cost about twice as much as a single antenna system. Another disadvantage is that the supporting structure for two antennas has to be sturdier than for one antenna. Again, the cost becomes a factor. If it were possible to use one antenna and one feedline which could be connected to both the transmitter and receiver while at the same time providing plenty of isolation between the two, then the cost of setting up a repeater could be greatly reduced.

Where money is involved, someone will always find a way to save it, and this brings us to the second and most prominent type of antenna system that is used on repeaters today. This system does in fact use only one antenna and one feedline for both the transmitter and the receiver. This is made possible by a device which is called a "duplexer." From our earlier definition of duplex, we can define a duplexer as a device which makes it possible to transmit and receive simultaneously on a single antenna and feedline. A duplexer consists of two filter sections with very narrow bandwidth . One section is tuned to pass the transmit frequency and reject the receive frequency while the other section is tuned so that it passes the receive frequency and rejects the transmit frequency. When these two filter sections are connected together, they provide as much or more isolation between the transmitter and receiver as do two separate antennas. A typical filter section is comprised of two cavity filters connected in series and tuned as described earlier. A cavity filter has the characteristic of having a very high "Q" factor, which means that it will only pass a very narrow band of frequencies. It is this quality that provides the isolation that is necessary to keep the transmitter from desensing the receiver. Since half of the duplexer is tuned so that it will only pass the receive frequency and since the transmitter operates on a different frequency than the receiver, the duplexer effectively isolates the transmitter from the receiver. The other half of the duplexer is tuned to pass only the transmit frequency, so any component of the transmit energy that falls near the receive frequency is filtered out before it reaches the antenna. Figure 2. shows how a duplexer is normally connected up to a repeater and antenna system.

Besides saving money, the duplexer has another advantage over the dual antenna system. There is a rule of thumb that says, "Where you find one repeater you are likely to find

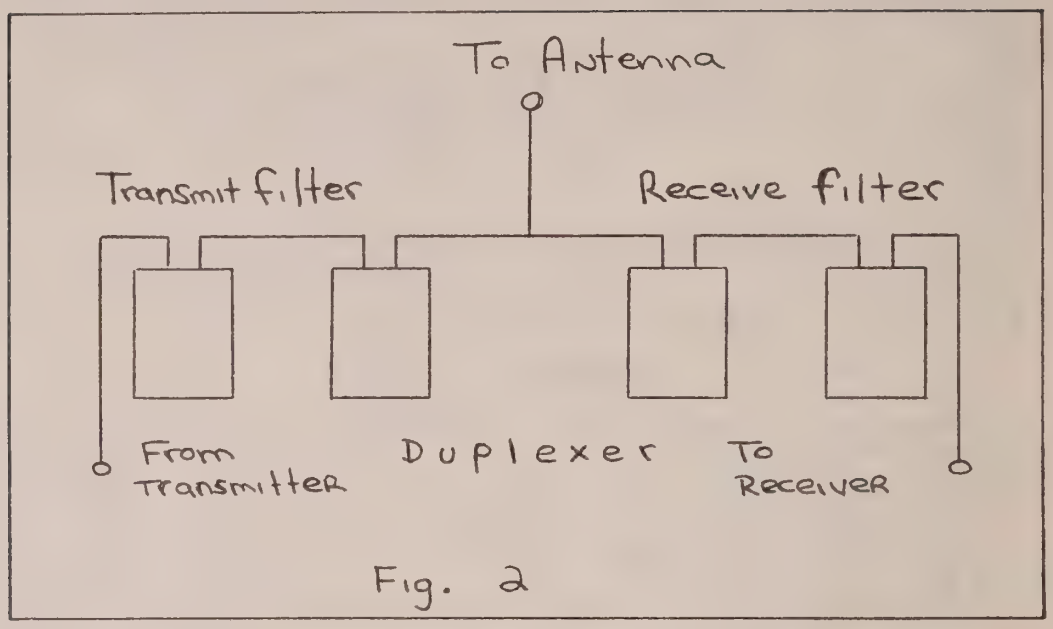


Fig. 2

more." That's because good repeater sites are hard to come by, so when one is found, there are usually more than enough people who are willing to make use of it. One of the big headaches associated with multiple transmitter sites is the occurrence of intermod. You all know how bad intermod can be when you are using a scanner. When I put a good antenna on my BC-250 I have to be real careful that I don't mistake some intermod for an on-frequency signal. Well, just as a high Q filter on the front end of a scanner would reduce its potential for intermod, so it is with a repeater that uses a duplexer. I'm not saying that a duplexer will reduce all types of intermod, but it sure helps.Since intermod is caused by the mixing of frequencies, the duplexer tends to filter other nearby frequencies out of the system before they have a chance to mix together and cause a troublesome intermod product.

THE CONTROL PACKAGE

Up to this point, we have been discussing the RF (radio frequency) portions of a repeater, but it's the control package that really distinguishes a repeater from other types of radio gear. As the name implies, the function of the control package is to control what the repeater does under certain conditions. Although there are many options which can be added to a repeater control package (usually in the form of plug-in circuit boards), the basic control package contains a carrier operated relay or COR, audio routing circuitry, remote control circuitry, and a time-out-timer or T-O-T circuit. Of these four, only the first two are required for a repeater, but the remote control and T-O-T circuits are so common that I want to describe them also.

The term "carrier operated relay" has been carried over from the days when everything was made with tubes and mechanical relays, but it is still used to describe that part of the control package which actually causes the transmitter to "key up" when the receiver detects a signal. Nowadays this circuit is more transistorized that anything else, but relays can still be found in use. Motorola calls this circuit a "Squelch Gate Card" and General Electric calls it a "Repeater Control Card."

Regardless of what it is called, a COR works much the same as the PTT switch on a microphone - it "keys" (causes to transmit) the transmitter. Without going into too much detail about the workings of an FM (frequency modulation) receiver at this time, let's suffice it to say that when the receiver detects a carrier (or signal), it also produced a signal which can be used as an indication that a carrier is present at the receiver. This signal then activates circuitry in the COR which in turn activates the transmitter. The signal which leaves the COR and keys the transmitter is often called "repeater PTT."

The COR I have just described is used in conjunction with a "carrier squelch" receiver where anything that the receiver hears will cause the COR to key the transmitter. A COR can also be used in conjunction with a continuous tone coded squelch system or CTCSS - usually called tone coded squelch for short. Motorola and GE have their own names for CTCSS - "Private Line or PL" and "Channel Guard" respectively. A receiver which uses a tone coded squelch will only detect signals that have the proper sub-audible tone superimposed on them.

The purpose of the tone coded squelch is to make it possible for a number of different users can share the same RF frequency and not have to continually listen to each others radio traffic. If each user has a different sub-audible tone, then they will only hear calls meant for them. The COR can be designed to make use of the tone coded squelch system. Curcuitry can be added so that not only is an indication of carrier necessary for it to key the transmitter, but also an indication that the proper PL tone is present on the received signal. The tone coded squelch is far more prevalent today than the carrier squelch system since there are often many users on the same frequency and the use of CTCSS is sometimes the only way they separate themselves from each other.

The COR performs one other function that you have probably noticed while monitoring repeaters. This function goes by various names, but I like to call it "drop out delay." The drop out delay refers to the length of time the repeater continues to transmit after it stops receiving a signal. Most manufacturers recommend that the drop out delay be set for about 4 seconds, so when you hear a conversation end on a repeater and then hear the repeater stop transmitting about 4 seconds later, you'll know that you have heard what many call "The repeater tail." The purpose of the drop out delay is to reduce the wear and tear on the transmitter by having to continually key up and down after each transmission. It also makes it less likely that the first word or syllable will be lost due to a slow transmitter key up. In general the drop out delay provides smoother repeater operation.

As I mentioned earlier, the repeater works by feeding audio from the receiver audio output to the transmitter audio input. In actuality, the audio is routed through the control package first and then sent to the transmitter. The reason for this is that the audio levels have to be adjusted so that they don't cause any distortion when they are re-transmitted. Circuitry is provided in the control package to do this.

There may also be circuitry in the control package to allow the repeater to be operated from a remote location via special phone lines. These circuits must also provide for audio level adjustments, and they must be able to sense signals from the remote location telling the repeater's transmitter when to activate. These signals are generally in the form of DC currents or special tones. Circuitry in the control package is designed to respond to these signals and perform various functions. One such function is to key the transmitter. This function is often called "line PTT," as opposed to repeater PTT, since it is derived from a signal off the phone line. A repeater that also has remote control capability is usually set up so that line PTT has priority over repeater PTT. In this way, the remote control point can seize control over the repeater's transmissions. When this happens, the audio path from the receiver to the transmitter is disabled and only the audio from the phone line (routed trough the control package) is allowed to pass. The result of this is that there will never be the confusion of two people talking at once on the air.

The last but one of the more important parts of a control package is the time-out-timer or T-O-T circuit. This circuit will not allow the repeater to be keyed by a continuous signal for more than a given length of time. What this means is that if Joe the deliveryman accidentally sits on his microphone and keys his transmitter, the repeater will key up, but after a given length of time, it will unkey and stay unkeyed until Joe releases his microphone button. This will protect dear Joe from having all his co-workers hear him sing Billy Joel's latest hit at the top of his lungs. It will also free up the channel for other users who may have their own repeaters or base stations. This can be important because I have seen systems become unusable for a full day due to a stuck microphone inadvertently wedged in a seat. The T-O-T will also protect a remote control repeater from being keyed up continuously from the phone line. In South Florida during the summer, a little lightning goes a long way and it can wipe out something in a remote control console and cause it to key the transmitter. If this happens, the poor dispatcher in the office who can't stand the way the boss acts had better be thankful for the time-out-timer that keeps his or her comments from going out over the air for all to hear.

Figure 3. gives a block diagram of the way in which the different parts of a repeater are interconnected. This is the basic repeater, but much more can be, and often is, added to this. For example, it's possible to add more receivers to the system to increase the range for walkie-talkie use. Some repeaters have phone patches on them as well as voice scramblers, but whatever is added, underneath it all is the the basic design which I have described here. I hope that you will think of some of these things as you monitor the air waves, and next time you hear a repeater remember how far they have come since the days when radio was young.

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Figure 3 is found on the following page.

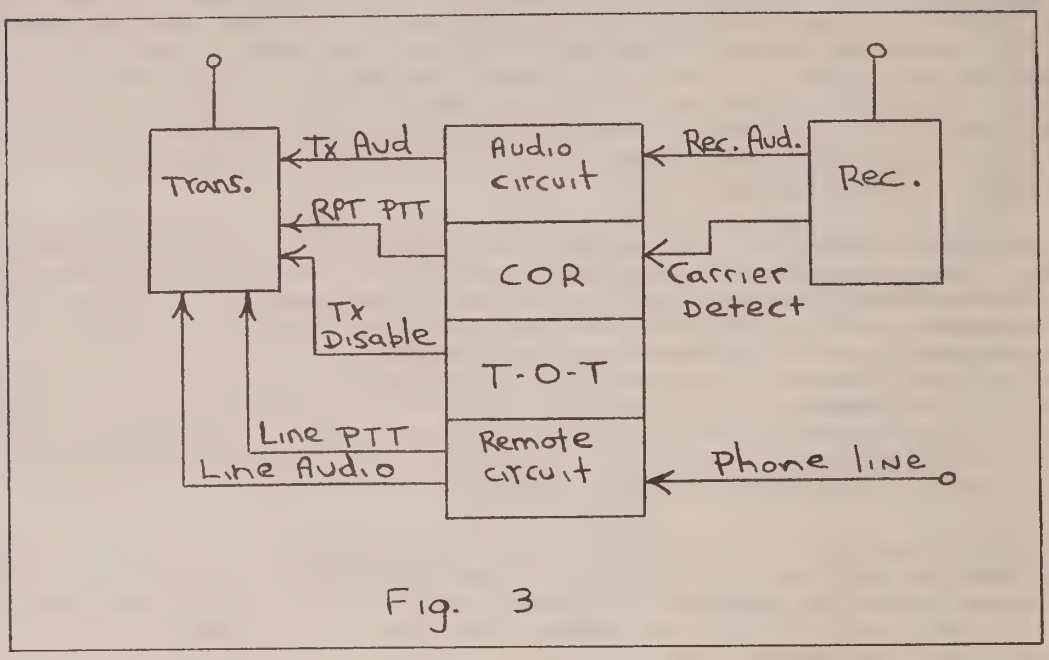

Fig. 3

I want to thank those of you who have had the time write with questions and contributions for the technical topics column. I will make good use of the information that you send me. I hope that we will all benefit from it as I am able to include your input in the column. I have received some very good information regarding the radio shack PRO-24 pocket scanner as well as an interesting mod that one of our members made to his Bearcat 250. I'll be including this information in upcoming columns.

I recently received a letter from Belden (Md 080) concerning his $9.00 radio shack antenna for 30 to 512 MHz. On page 77 of my 1984 catalog, I see an antenna with part number 20-161 which I believe to be the one which Belden is using. It is described as an "Indoor VHF/AIR/UHF Plug-in antenna." Have any of you used this antenna with good results? If you have any comments on this antenna, let me know what they are so that we can get an idea of whether or not it will do the job.

I'll see you next month,

Steve

VHF Marine

Send information, articles, frequencies and their use, and questions that relate to private, commercial, and Coast Guard VHF maritime and inland waterways radio communications to:

Emmett L. Baxter, Jr., 424 W. 22nd St., Norfolk, VA 23517

Happy New Year

Hello and welcome to your January 1984 VHF Marine Column.

Our first report comes from Stanley (Ca-LA-538), who reports that the Coast Guard in the Los Angeles area uses 157.050 (Ch.21) for a working frequency for Cutters and Helicopters.

Our next report comes from Thomas (NJ-126),who reports hearing the following Coast Guard Stations.

Shark River,N.J. Coast Guard Station

157.100 - Working Channel 157.175 - Coast Guard Auxiliary

Manasquan,N.J. Coast Guard Station

157.100 - Working Channel 157.175 - Coast Guard Auxiliary

Barnegat,N.J. Coast Guard Station

157.100 - Working Channel

156.650 - Ocean Avenue Draw Bridge, Belmar,N.J.** This frequency is also used by most other Drawbridges.

A most strange story comes from Reed (AL-022).He reports tuning in on Federal Agents tracking down Shrimp Boats using illegal frequencies.It seems that a company sold some Shrimp Boats some digital radios.In short they could dial in any frequency in the public service band in addition to Marine Frequencies.The Shrimp Boats were causing local interference to public service stations in the Mobile,Al. area.

Thus the FCC was called in and they in turn called in other Federal Agencies who in turn located the boats and confiscated the radios on the boats and also the radios in the store that sold them.

Reed also states that he listens to the Mobile,Al. Coast Guard Air Station on 157.150. This frequency is used in rescue work. Also the Mobile Air Station sometimes uses 164.300.

In addition to the above information Reed sent in a Marine Dealers magazine that has some information that I will use in a future column.

Next we continue our report on the Long Island & Long Island Sound area.Last month we covered Connecticut.This month we will cover the New York area.

Northern Third Coast Guard District Units to listen for:

STATIONS:

Fire Island-Babylon,N.Y.
Beach Haven-Beach Haven,N.Y.
East Moriches-East Moriches,N.Y.
Atlantic Beach-Atlantic Beach,N.Y.
Rockaway-Fort Tilden,N.Y.
Short Beach-Freeport,N.Y.
Shinnecock-Hampton Bays,N.Y.
Montauk-Montauk,N.Y.
Burlington - Burlington,Vt.
New Haven - New Haven,CT.
New London (Fort Trumball) New London,Ct.
New York (Governors Island) New York,N.Y.
Eatons Neck-Northport,N.Y.
Fort Totten-Willets Point,N.Y.

LIGHT STATIONS:

Ambrose-Fort Tilden,N.Y.
Watch Hill-Watch Hill,R.I.
Montauk-Montauk,N.Y.
New London Ledge-New London,Ct.

AIR STATION:

Brooklyn (Floyd Bennett Field) - Brooklyn,N.Y.

COAST GUARD GROUP OFFICES:

Rockaway - Atlantic Beach,N.Y.
Long Island Sound - New Haven,Ct.
Shinnecock - Hampton Bays,N.Y.
New York (Governors Island) New York, N.Y.

Also here are some Coast Guard Cutters that operate out of the above areas that also use VHF-UHF Radios.

U.S.C.G.C. DALLAS (350+ft.High Endurance Cutter) New York,N.Y.
U.S.C.G.C. GALLATIN (350+ft. High Endurance Cutter) New York,N.Y.
U.S.C.G.C. VIGOROUS (210+ft. Medium Endurance Cutter) New London,Ct.
U.S.C.G.C. EVERGREEN (180+ft. Medium Endurance Cutter) New London,Ct.
U.S.C.G.C. TAMAROA (205+ft. Medium Endurance Cutter) New York,N.Y.
U.S.C.G.C. CAPE FAIRWEATHER (95ft. Patrol Craft) New London,Ct.
U.S.C.G.C. CAPE STRAIT (95ft. Patrol Craft) Fort Tilden,N.Y.
U.S.C.G.C. POINT HERRON (82ft. Patrol Craft) Babylon,N.Y.
U.S.C.G.C. POINT KNOLL (82ft. Patrol Craft) New London,Ct.
U.S.C.G.C. POINT WELLS (82ft. Patrol Craft) Montauk,N.Y.
U.S.C.G.C. MAHONING (110+ft. Medium Harbor Tug) New York,N.Y.
U.S.C.G.C. RARITAN (110+ft. Medium Harbor Tug) New York,N.Y.
U.S.C.G.C. SAUK (110+ft. Medium Harbor Tug) New York,N.Y.
U.S.C.G.C. HAWSER (65+ft.Small Harbor Tug) New York,N.Y.
U.S.C.G.C. LINE (65+ft. Small Harbor Tug) New York,N.Y.
U.S.C.G.C. WIRE (65+ft. Small Harbor Tug) New York,N.Y.
U.S.C.G.C. BOLLARD (65+ft. Small Harbor Tug) New Haven,Ct.
U.S.C.G.C. COWSLIP (180+ft. Seagoing Buoy Tender) New York,N.Y.
U.S.C.G.C. RED BEECH (157+ft. Coastal Buoy Tender) New York,N.Y.
U.S.C.G.C. RED WOOD (157+ft. Coastal Buoy Tender) New London,Ct.

VHF Marine continued

Some of the Marinas on Long Island are:

Fishers Island - Black Rock Yacht Club - KLU-817 - 156.450 & 156.800
Pirates Cove Marina - KPB-510 - 156.450 & 156.800
Oyster Bay - Town of Oyster Bay - KTD-489 - 156.450 & 156.800
Henry Gillen & Sons - KIL-762 - 156.350 & 156.800
Stoney Brook - State of New York - KFN-377 - 156.450,156.800 & 156.850
Stoney Brook Yacht Club - WXZ-497 - 156.450 & 156.800
Bay Shore - Fire Island Ferries - KTD-455 - 156.025,156.500 & 156.800
South Shore Marine Railway - KQU-409 - 156.450,156.675 & 156.800
WHD-589 - 156.450,156.675 156.800
New York Telephone - KZN-548 - 156.800 & 161.875

Of interest to VHF Marine listeners is the format used by the Coast Guard when a Vessel in trouble calls in for assistance.

IF ABOARD A VESSEL IN TROUBLE - GIVE:

1) WHO you are (Your Vessel's Call & Name).
2) WHERE you are (your vessel's position in Latitude/Longitude or true bearing and distance in nautical miles from a widely known geographical point; local names known only in the immediate vicinity are confusing).Indiciate method of determinating your position;give actual loran readings,depth of water,radiobeacon bearings,etc..Indiciate which information you are certain of and which position information may be doubtful.
3) WHAT is wrong (nature of distress or difficulty).
4) Kind of assistance desired.
5) Number of persons aboard and the condition of the injured.
6) Present seaworthiness of your vessel.
7) Description of your vessel;length,type,cabin,masts,power,color of hull,superstructure and trim.
8) Your listening frequency and schedule.

The above information helps to tell you what to expect when hearing distress communications between the Coast Guard and Vessels in distress.

As you can see; information is scarce this month. I hope that we can get together and publish lots more information from all of you readers out there next month.

73's till next month - SEND INFORMATION

R. C. M. A. NEW MEMBERS LIST
11 14 1983

AZ 054 RHODES, MARK;3112 W ORANGEWOOD;PHOENIX, AZ 85021
CALA557 BUSHEY, KEITH D;595 E SIERRA MADRE AVE;AZUSA, CA 91702
CALA558 DUTCALT, MILLER;225 NOTTEARGENTA ROAD;
PACIFIC PALISADES, CA 90272
CALA559 KAUFMAN, RICH;210 S ORANGE STREET;GLENDALE, CA 91204
CALA560 BARACH, GARY S;2500 E SPAULDING ST NO 2;LONG BEACH, CA 90804
CALA561 FREEMAN, JOHN R;6850 FAIRCOVE DRIVE;
RANCHO PALOS VERDES, CA 90274
CAOR265 LICHTENWALNER, JOEL;P.O. BOX 6515;ANAHEIM, CA 92806
CARI051 BURTON, MICHAEL KA6OXC;P.O. BOX 7846;RIVERSIDE, CA 92513
CASC042 MILLER, B.E.;1136 S. MARY AVE;SUNNEY VALE, CA 94087
CASD061 YOUNG, MICHAEL MD;BOX 1031;BORREGO SPRINGS, CA 92004
CASH004 MAZZINI, JOE* ADDRESS WITHHELD BY REQUEST
CASM030 NOONAN, RAYMOND;1649 ANAMOR ST;REDWOOD CITY, CA 94061
CT 079 DENNIS, WILLIAM G;RFD 1 BOX 89;BALTIC, CT 06330
DC 011 HARDMAN, MAJ WILLARD;P.O. BOX 33784;WASHINGTON, DC 20033
DC 013 HASTINGS, J.;BOX 7258;WASHINGTON, DC 20044
LA 039 ANDREW, JIM;3754 RUE DELPHINE;NEW ORLEANS, LA 70114
MA 140 WHITEHED, JAMES R;77 RAILROAD AVE;ROWLEY, MA 01969
MO 085 DROSTE, ALLEN R;208 HOUSTON;ST CHARLES, MO 63301

New Members List continued

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MO  086  MC CRARY, R.V. JR;5716 MAYWOOD;RAYTOWN, MO 64133
NJ  180  WIESENFELD, PHILIP M;387 PLAZA ROAD NORTH;FAIR LAWN, NJ 07410
NJ  181  CHAST, DAVID;CM 293 DREW UNIVERSITY;MADISON, NJ 07940
NJ  184  LOWE, S;542 LAFAYETTE RD;HARRINGTON PK, NJ 07640
NJ  185  HAASE, EARNST A;1143 CAMBRIDGE LN;BRIDGEWATER, NJ 08807
NM  014  BATCHD, DAVID G;1409 KILMER ST;LAS CRUCES, NM 88001
NY  269  MAURER, FRANK J JR;BOX 419;WEST COXSACKIE, NY 12192
NY  270  ESSMAN, ERIC J;P.O. BOX 822;GLEN COVE, NY 11542
NY  273  DEIBLER, BEN JR;178 MAIN ST;WELLSBURG, NY 14894
TX  139  JUHL, ALFRED CARL + ASSOCIATES;1506 KAREN AVE   C J SERVICE;
             AUSTIN, TX 78757
TX  140  DOUGHTY, MARK;14 LAWN MEADOW COVE;ALLEN, TX 75002
TX  143  CHESSHER, KEVIN;8800 FONDREN  302;HOUSTON, TX 77074
VA  083  PENNELL, DANNY D;6020 COLMAR DIRVE;MECHANICSVILLE, VA 23111
WA  052  BLACK, DOUGLAS;P.O. BOX 15790;SEATTLE, WA 98115
WI  069  GAUGER, RAYMOND;2110 CANARY STREET;WEST BEND, WI 53095
CANA105  ERSKINE, JOHN D;20 BANNING ST   THUNDER BAY;
             ONTARIO  P7B 3H6  CANADA
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MAILING PROCEDURES

The newsletter mailed each month has a cover date for the following month. This practice is followed so that the US Post Office can deliver your issue no later than the first of the month designated on the cover.

New members whose applications are received before the end of the month will begin receiving the newsletter the following month. The first issue will be dated the month after that — as described above.

RENEWAL PROCEDURES

The date printed after the membership number on your newsletter mailing label shows the last month of your current membership. It is important to renew your membership by that date, as promptness on your part ensures uninterrupted delivery of the newsletter.

Renewal checks and new membership applications received at RCMA's P.O. Box 4563, Anaheim, CA 92803 address are processed for deposit on a weekly basis. Actual computer updating is done at the end of each month. Therefore, it is possible that your check or money order can be received — and even deposited — and your next issue will contain the statement ''renewal overdue'' on the mailing label. This simply means that your renewal was received after the cut-off date for running updated mailing labels.

PRORATED MEMBERSHIPS

Due to postage costs and other considerations, membership applications or renewals for any sum less than the current rate are prorated accordingly. This means that the renewal date will be due in less than a year. Please do not send more money to finish the year; just renew when your prorated date comes up.

Also because of postage costs, RCMA cannot comply with member requests to supply back issues free of additional charge (see the monthly Calendar section regarding ordering of back issues). If a late renewal results in a missed issue, the newsletter can be ordered from RCMA's secretary.

ADDRESS CHANGES

MEMBER notifications of address changes are also updated at the end of each month. If this type of address change notice arrives after the cut-off date, the mailing label will not reflect the new address until the following month.

The newsletter is mailed 3rd class under a bulk mail permit. When a member's address change is supplied by the POST OFFICE (instead of by the member), the charge to the club is 25¢. Although this fee is supposed to include forwarding of an issue to the new address, the result is often simply a return of the issue to P.O. 4563. The message is clear: when you move, notify RCMA yourself. Don't wait for the Post Office to do it.

SPECIAL FREQUENCY REQUESTS

Get in touch with your local RCMA group (see monthly Calendar section for chapter listings) or use the Contact/Information Wanted column for frequencies in your area. RCMA is not yet set up for national distribution of frequencies, although ultimately, the 'big picture' could include copies of the FCC and IRAC data bases, a fast computer, and software to select and sort in any order.

Contributions of frequencies and other material must be sent to the appropriate newsletter editor. (Editors use their own discretion in printing material sent them by non-members.) Data sent to P.O. Box 4563 is always subject to delay and sometimes cannot be forwarded because of postage costs.

DISCLAIMER

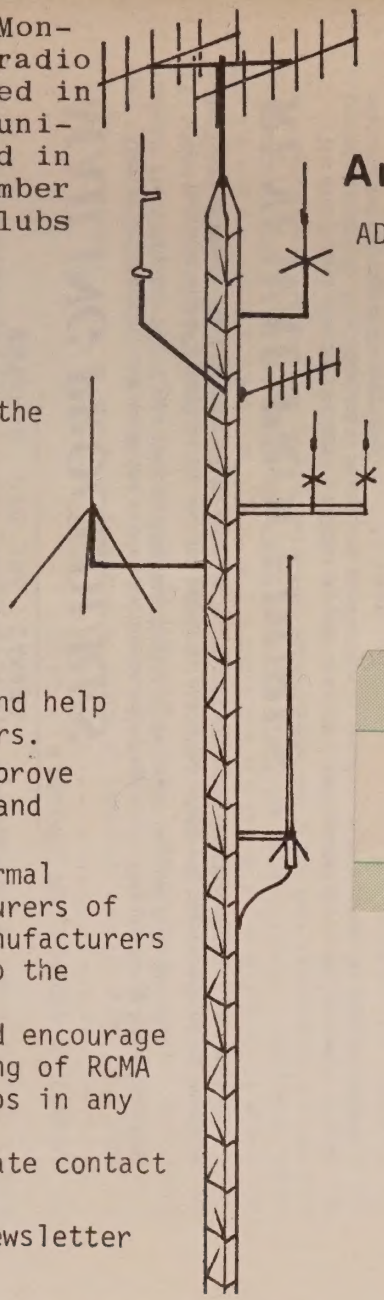
RCMA is a non-profit club for scanner enthusiasts. Neither RCMA or its newsletter are affiliated with, participate in the management of, or are responsible for, any other organization or publication. This disclaimer includes application to POLICE CALL, an annual publication put out by RCMA's good friend Gene Hughes. Queries about this publication cannot be answered by RCMA.

PLEASE REMEMBER — When writing to RCMA for any reason, include your membership number. Use it on your correspondence, checks, or money orders. RCMA tries hard to be responsive to your questions/problems. Using your membership number when you write helps us be of help to you.

The Radio Communications Monitoring Association is a radio club for persons interested in listening to two-way communications. RCMA was founded in May 1975 and is a Full Member of North American Radio Clubs (ANARC).

The goals of RCMA are:

1) To provide a fraternity for those who seriously pursue the hobby of monitor radio listening.
2) To try to be knowledgeable about two-way radio systems and operations.
3) To promote an understanding of the legal and ethical uses of monitor receivers.
4) To share information with and help other monitor radio listeners.
5) To try to understand and improve receivers, antenna systems and related equipment.
6) To offer suggestions and formal recommendations to manufacturers of monitor receivers and to manufacturers of other products related to the hobby.
7) To offer suggestions for and encourage the organizing and conducting of RCMA meetings and tours for groups in any geographic area.
8) To encourage and to facilitate contact between members.
9) To publish a regular club newsletter devoted to the hobby.



RCMA
P.O. Box 4563
Anaheim, CA 92803

ADDRESS CORRECTION REQUESTED

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